

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 209.—Vol. IX.]

LONDON: SATURDAY, AUGUST 24, 1839.

[PRICE 6D.]

PUBLIC COMPANIES.

MEETINGS.

GREAT LEINSTER AND MUNSTER RAILWAY.—DUBLIN
AND KILKENNY.—Notice is hereby given, that the THIRD HALF-YEARLY GENERAL MEETING of the company, in conformity with the Act of Incorporation, will be held at the company's offices, 62, Moorgate-street, on Saturday, the 31st day of August inst., at the hour of One precisely.
HENRY RAINBRIDGE, Chairman.
London, August 6.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, will be held on Wednesday, the 28th day of August next, at Twelve o'clock at noon, at the Tontine Hotel, Sheffield, in the county of York.—Dated this 24th day of July.
WHARNCLEIFFE, Chairman.
Wm. NIDEBOTTOM, Deputy-Chairman.
CHARLES THOMSON, Secretary.
15, Piccadilly, Manchester.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at the company's office, 19, Billiter-street, on Thursday, the 12th day of September next, at Eleven for Twelve o'clock precisely, to take into consideration the 10th clause of the conditions indorsed on the certificates of shares.
N. HAYDON, Sec.
19, Billiter-street, August 19.

WHEAL SISTERS MINING COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of proprietors will be held at the office of the company, on Friday, the 20th day of August instant, at Twelve o'clock precisely.
GEORGE MORGAN, Sec.
Office, 27, New Broad-street, August 18.

CALLS.

CORNWALL GREAT UNITED MINES.—Notice is hereby given, that, agreeably to the conditions and regulations of the company, a CALL is now made of TEN SHILLINGS per share, to be paid on or before the 10th of September next, to Messrs. Masterman and Co., bankers, London; or Sir B. Heywood, Bart., and Co., bankers, Manchester.
On behalf of the committee, THOMAS CROSS, Manager.
Manchester, August 15.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.
—At a Special General Meeting of the shareholders of this Association, held at the George and Vulture Tavern, a CALL of TEN SHILLINGS per share was this day made upon the shares of this Association, payable on the 26th inst. The directors, therefore, hereby give notice, that all shares upon which the said call shall not be paid within fourteen days from the above date, become absolutely forfeited. The payment to be made at Mr. Carr's office, 18, Laurence Pountney-hill, and the scrip left at the same time for the endorsement thereon.
Laurence Pountney-hill, August 12.

MUNSTER UNION MINING COMPANY.—Notice is hereby given, that a further CALL of ONE POUND per share on the new shares of this company has been made, the same payable, on or before the 25th day of September next, at the Provincial Bank of Ireland, Broad-street.
By order of the directors, WILLIAM TRENEERY, Jun., Sec.
50, Threadneedle-street.

ST. HILARY COPPER MINING COMPANY.—The directors beg hereby to remind the shareholders, that the fourteen days' grace for payment of the Sixth Instalment of Five Shillings per share, due the 12th instant, and payable at Messrs. Barnett, Hoares, and Co., 62, Lombard-street, will expire on Monday, the 20th instant.
14, Great St. Helen's, August 13.

TRELEIGH CONSOLIDATED MINING ASSOCIATION.
—Notice is hereby given, that a further CALL of FIVE SHILLINGS per share has been this day made, payable on or before the 25th of August next, at Messrs. Vere, Sagar, Banbury, and Co., Lombard-street.
By order of the Board, ROWLAND NICHOLSON, Sec.
24, Threadneedle-street, July 29.

WHEAL ELIZABETH MINE.—At a Special General Meeting of proprietors of the Wheal Elizabeth Mine, held this day, at the office of the company, 12, George-yard, Lombard-street, a CALL of TEN SHILLINGS per share was made upon the shares of this Association, payable on the 21st day of September, to the account of the directors, at the Western District Bank, Truro; or the London and Westminster Bank, London.
By order of the board, JOHN ATLEE, Sec.
12, George-yard, Lombard-street, August 22.

DIVIDENDS.

HOLMBUSH MINING COMPANY.—The directors hereby give notice, that a DIVIDEND of ONE POUND per share will be paid at the office of the company, on Thursday, the 29th August, and the following Thursday, between the hours of Twelve and Three o'clock.—Scrip certificates to be left on the previous Tuesdays.
New Broad-street, August 6.

LONDON AND BIRMINGHAM RAILWAY HOTEL COMPANY, EUSTON STATION.—The WESTERN or VICTORIA HOTEL, under the management of Mr. Bacon, late of the Athenaeum Club House, as superintendant, will be OPENED to the public on Monday, the 25th of September. The charges of every description, attendance included, will be at fixed prices, of which printed particulars will be exhibited at the Hotel.
August 12. By order, R. CREED, Secretary.

COLLIERIES IN CARMARTHENSHIRE.—TO BE LET.
The principal and most northern STONE COAL veins in the "South Wales Mineral Basin," ranging under about ONE HUNDRED ACRES OF LAND in the VALLEY of Gwendraeth, adjoining the KIDWELLY AND FEMBEY CANAL, and only a few miles distant from either HARBOUR.

This coal-field contains all the BEST VEINS of STONE COAL (of various thicknesses, from two to nine feet), some of which may be drained by level.

THE COAL has been partially worked, and PROVED to be of the FINEST QUALITY. The local advantages of this taking would enable the proprietor, with a capital of less than £5000, to ship STONE COAL or ANTHRACITE at KIDWELLY or FEMBEY, at a CHEAPER rate than from any other of the collieries covered in the same valley.

The rents and royalties will be moderate.

ALSO TO BE LET.

All the veins of BITUMINOUS COAL, lying under about THREE HUNDRED ACRES OF LAND, in a ring fence, in the parish of FEMBEY, near LLANKLILLY, very eligibly situated for shipment at the FEMBEY NEW HARBOUR or BURY PORT, to which a short railway could be made.

One of these veins (FOUR FEET THICK) has been worked under the adjacent lands, and, having a good stone roof, produces a great quantity of coal, at a very cheap rate of working.

This, with the other advantages of the situation, with reference to the short distance from BURY PORT, and the small capital required to open the colliery, would render an extensive trade certain.

For particulars, and a view of the premises, apply, post paid, to B. Jones, Esq., solicitor, Llanelli, Carmarthenshire, where maps of the properties may be seen.

The facts of an ABUNDANT SUPPLY of RICH IRON ORE, drained by level, with an ADMIRABLE SITE for FURNACES, where a STREAM of WATER can be used on the above premises, were overlooked in the previous advertisement. Iron might be made as CHEAPLY on THIS PROPERTY as in any part of SOUTH WALES, and there is plenty of material of all kinds at hand for years to come.

*The above advertisement will not be repeated.

Llanelli, August 6.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT AND CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combine compactness of form, increase of power, speed, and economy in working, to an extent hitherto unobtainable. For descriptive plans and particulars, also copies to view the Engines in operation at the ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 26, Lombard-street, London.

Where also may be seen, specimens of Fairbank's Patent Platform WEIGHING MACHINES and WEIGHT-BRIDGES, for which they are appointed sole agents for London and its vicinity.

GREAT WHEAL CHARLOTTE.—Any party wishing to DISPOSE OF SHARES in this company, may hear of a purchaser by applying (if by letter, post paid) to "A. B." at the Baltic Coffee-house.

TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF SAUNDERS'S NEWS LETTER.

Royal Dublin Society's Laboratory, 30th July, 1839.

SIR,—A quantity of the TALACRE COAL, taken from a cargo in the company's stores, without any kind of selection whatever, having been sent to me for trial, with a view to ascertain its fitness for domestic and other purposes, I have used it in all our common fire-places, as the open grate, close stove, and furnace—I have also submitted it to chemical examination, and I have no hesitation in stating that I consider it an excellent coal, well adapted both for domestic use and for the purposes of the arts and manufactures.

It is remarkably free from slate and iron pyrites or sulphuret of iron. It is not a heavy or a hard coal, but easily breaks into small pieces. It kindles readily, burns in the open grate freely and pleasantly, producing a cheerful fire, with much heat and flame. It is not what may be considered a caking coal; for, in burning, it cakes so little, that it scarcely requires any stirring. It is a lively, but I do not consider it a soft coal. It is a coal that can be burned with very little waste. Its cinders are very good, yield a durable heat, and leave only about one-fifth of an incombustible matter, consisting of earthy matter and oxide of iron.

If I mistake not, this coal will soon become a favourite in the kitchen. The Talacre Coal, in my opinion, will be found a valuable fuel in breweries, distilleries, glass-houses, vitriol-works, &c. The circumstance of its not caking to any extent fits it admirably for furnaces. We cannot use caking coal in our smelting-furnaces without admixture of coke or charcoal, whereas the Talacre Coal may be used alone, and affords a very intense heat. From some experiments I made on the smelting of iron and copper, in a wind furnace, using only this coal, the heat produced exceeded my most sanguine expectations, and the results I obtained were most satisfactory.

This coal is well adapted for making gas, yielding a large quantity, and of good quality, which burns with a clear white light. It also makes coke of very good quality.

Such are the valuable properties of the Talacre Coal that I must, I think, soon recommend it to a discerning public.

I remain, Sir, your obedient servant,

EDMUND DAVY.

Applications for shares, debentures, and prospectuses, to be made (if by letter, post paid), to W. Weston Jun., Esq., No. 73, Gracechurch-street, London; Wm. Clouston, Esq., No. 71, Poolbeg-street, Dublin; or John Goulding Jun., Esq., Exchange-buildings, Exchange-street East, Liverpool.

FURTHER TESTIMONIAL AS TO KYAN'S PATENT FOR

THE PREVENTION OF DRY ROT.—To G. Vertue, Esq., Leith, agent for the Anti Dry Rot Company, &c.—On the 26th of June current I carefully inspected the timber which has been prepared according to Mr. Kyan's patent process by Mr. William Gordon Cumming, of Ayr, and used by him extensively on his estates, and beg to state that I found the piling posts, which had been nearly four years in the ground in various soils, quite fresh, the fibre of the wood hard and strong, scarcely any perceptible difference between the hard and sap wood, and in chipping the parts of the posts at and immediately under the surface of the ground, not showing the least symptoms of decay, the general appearance of the piling white, clean, and new-like, while the unprepared pieces, which were put into the ground at the same time as some of them, were nearly rotten, the fibre of the wood weakened and rapidly going to dust, other parts covered with fungus, the precursor of approaching decay, its general appearance dark and old, the sap wood quite wet, and a marked change between it and the heart wood. One range of piling was pointed out to me through ground of the most trying nature—dry gravel covered with moss in which the prepared timber has stood for four years, and is yet as hard, clean, and free from rot, as if it had been put up only a few weeks ago, and where, according to the testimony of Sir William's servants, the lower ends of piling posts used to rot completely in from one to two years; one or two unprepared pieces which had been put into this ground at the time the prepared piling was put up, were so thoroughly wasted that they crumbled down in my hand. The prepared home timber, which has been used for constructing a hot-house, is standing better with less shrinking than seasoned Mangel timber in one side by side with it. Several compost frames for hot-bed plants, which were constructed four years ago, are all standing perfectly sound, with the exception of two small pieces, which I consider, after a careful examination, had been from a tree going to decay before being cut up and kiln-dried. These are certainly most conclusive proofs of the efficacy of Mr. Kyan's process for preserving timber exposed alternately to heat and moisture. I was particularly struck with the appearance of rain water-sprouts made of prepared timber, which are still, although they have stood from four to five years, as clean, hard, and sound as if they had been but recently put up; and although they are so light in construction that they have the appearance of lead, they have not been rot or cracked by exposure to the sun. As wooden spoons are so much cheaper than lead, and as they have been hitherto so liable to decay, I consider the process which can preserve a timber for this purpose to be very valuable. I am, &c., William Leslie. Aberdeen, July 29, 1839.

Price 1s. Illustrated with Woodcuts and Engravings.

A PRACTICAL TREATISE ON RAILWAYS, being the

article under that head in the Seventh Edition of the "Encyclopædia Britannica," with additions.

By Lieutenant LECOUNT, R.N., F.R.S., C.E. of the London and Birmingham Railway.

This work will be found to contain not only an elaborate account of the most approved modes of construction and management, but a variety of tables of gradients, formulae for computing earthwork in cuttings and embankments, &c. &c. The information relating to the practice of working a line is also ample and important. Besides ten engravings on steel, there are thirty-one illustrative woodcuts embodied in the text.

Adam and Charles Black, Edinburgh; Simpkin, Marshall, and Co., Whitaker and Co., and Hamilton, Adams, and Co., London; and John Cumming, Dublin.

Published weekly, price Sixpence.

THE MINING JOURNAL, RAILWAY, AND COMMERCIAL GAZETTE.

Forming a complete Record of the Proceedings of all Public Companies.

The MINING JOURNAL is the only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of all Public Companies, Correspondence from the English and Foreign Mining Districts, Sales and Purchases of Mines, Prices of Metals and Materials, Prices of English and Foreign Funds, Shares in Mines, Railways, Joint-Stock Banks, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting local intelligence, &c., forming an invaluable record of every occurrence relating to MINES, RAILWAYS, JOINT-STOCK BANKS, &c.

The Advertisements inserted are confined to prospectuses of new companies, notices of meetings, calls, and dividends, sales of mineral property, or other matters intimately connected with the interests of the capitalist, and the proprietor is Joint-Stock Companies.

The MINING JOURNAL is published at Two o'clock every Saturday afternoon, at the office, 12, George-yard, Fleet-street, London, price Sixpence, and may be had of all booksellers and newsmen in town and country.

To which is now added (gratis), on the last Saturday in the month, as a Supplement, THE MINING REVIEW.

A RECORD OF GEOLOGY, MINERALOGY, AND METALLURGY;

Edited by HENRY KNOWLES, F.R.S.

Containing, as heretofore, Original Papers, by eminent writers; Reviews of Scientific Works; Foreign Extracts; Proceedings of Scientific Bodies; together with a variety of Miscellaneous Scientific Intelligence.

The MINING REVIEW is also published separately, in a wrapper, price Sixpence.

This day, No. 1, price Eightpence, stamped.

THE NEW SCIENTIFIC AND LITERARY FAMILY NEWS.

PAPER.—Manufacturers, Mechanics, Patents, Engineers, Agriculturalists, &c., &c., and all who are interested in Scientific pursuits, should give immediate orders to their booksellers and newsmen for "THE INVENTOR'S ADVOCATE, AND PATENTEE'S RECORDER," a Weekly British and Foreign Miscellany of Inventions, Discoveries, and the Fine Arts, price Eightpence stamped, circulating free by post. Communications are solicited. N.B. This paper contains also the leading features of a Literary, Dramatic, and Fashionable Journal.

London: Published for the proprietors, by William Kidd, No. 7, Tavistock-street, Covent-garden; to whom books, &c., for review, and advertisements, should be forwarded immediately.

RAILWAY MAGAZINE, AND COMMERCIAL JOURNAL.

This Work, which has obtained the greatest celebrity for the value of its articles, and its uniform success in all cases it has advocated, will now be published weekly, price Sixpence, and go post free. The first Number will appear on the 17th August, containing of twenty-four closely and handsomely printed pages. It is intended to contain full and accurate reports of all railway and joint-stock meetings; accounts of new companies, banks, mines, canals, roads, docks, &c.; and news of all railway lines throughout the kingdom; prices of stocks, shares, gold, silver, cotton, wool, &c.; general, commercial, and scientific intelligence, &c. &c. Orders received by all news agents, and at the office, No. 4, Broad Lion-court, Fleet-street, London. Agents for the paper, and for receiving advertisements, in Liverpool, Arsenal, and San. Post-office place, Manchester; Law, Market street; and Birmingham, Marshall and Co., 31, Union-street.

THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

LONDON ZINC WORKS AND ROLLING MILLS, Wen-

lock-road, City-road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Flashed Plates, of assorted sizes, for Zincography and Door-Plates, and Patent Zinc slates for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to

JOHN BALL, and Co., 11, Finsbury-circus.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

PATENT METALLIC ZINC PAINT.

In offering to the public the Patent Metallic Zinc Paint, the proprietors deem it right to submit the following brief observations on the advantages attendant thereon, and the various purposes to which that article may be applied.

The difficulty of obtaining a pure Metallic Zinc, except at a very high price, is a fact which will be generally admitted; and if, therefore, that a pure article of this nature can be rendered at a price not exceeding two-thirds that now paid, while the quality is pure, and every respect unexceptionable, it is to be presumed that an article of this description requires only to be introduced to ensure its general use for those purposes to which other more costly Metallic Paints are now applied.

With the view of facilitating, as far as practicable, the introduction and use of the Metallic Zinc Paint, the Proprietors have established their works in a situation which at once commands the home and foreign markets, with a due regard to economy in the transit of the article, the works being so situated as to afford equal advantages to the merchant or consumer, whatever (with few exceptions) may be the locality in which he is situated, while every opportunity is afforded of shipping the article to foreign parts, at a comparatively low charge.

It has long been considered a desideratum to obtain Zinc in a state of division, so that it might be applied as a pigment, but up to the present time such has never been obtained in a perfect form, and in such cases only at a price too costly to warrant its manufacture. This has been felt for some years, and various attempts have been made, more or less successfully, to manufacture a substance, or paint, capable of producing a galvanic action. The Proprietors of the Patent having fairly tested the Metallic Zinc Paint manufactured by them, at their works, are now enabled most confidently to state that they are capable of producing so perfectly an atomic and impalpable powder of Zinc, at a cost so moderate, as must undoubtedly supersede the use of all other Paints.

The advantages possessed by the Zinc Paint will be most esteemed and appreciated by Engineers having the construction of Bridges, Machinery, Railways, and other structures, which require preservation, more particularly iron, and other work subject to oxidation or rust, or to the destructive effects of the atmosphere. A peculiarity this paint possesses over others, is that of retaining its Colour, it having been submitted to sulphurous vapours without the slightest effect being observable.

The colour is that of a clear lead, or it may be had perfectly white, and thus in its admixture with other colours, or used alone, from its moderate price—being, as already observed, one-third less than that paid at the present time—no question can arise but that its use must be very great, while the very circumstance of retaining its colour, and not being subjected to those changes which White Lead undergoes, renders it an article of infinitely greater value, from its resistance to the action of the atmosphere, and, consequently, of a more permanent nature.

On these advantages it is unnecessary to dwell, as the Zinc Paint has been fairly tested, and measures are now being taken for its adoption by Government, and several Public Bodies, while many of our first Chemists and Engineers are about introducing it, with the view of giving it a fair trial, and reporting on its merits, it may be presumed that it may be placed before the public with perfect confidence and every prospect of its general adoption. The very considerable reduction in its Cost, not to advert to the peculiar advantages, as a Metallic Paint, which it possesses, being a matter for the consideration of the Merchant, the Engineer, the Builder, and indeed the Public at large.

Wherever Galvanic Action is required, with the object of Protecting Iron, &c., from Corrosion or Oxidation, the Blue Zinc Paint should be used. In all other cases, where it would supersede the use of White Lead, then the White Paint.

The Agents for the Sale of the Patent Metallic Zinc Paint, in the several towns throughout the United Kingdom, as also Abroad, will be announced as soon as the arrangements are perfected; and, in the interim, all Communications are requested to be addressed to Mr. HENRY EVERTON, No. 27, New Broad-street, London, who will furnish any other information that may be required to Mr. E. EVERTON, Glasgow; Messrs. Metallurgical Works, near Swansea; or to Messrs. HAYNES and SONS, the London Agents, No. 150, Chancery-lane, to whom all orders should be furnished for the supply of the article.

ANTHRACITE ASSOCIATION.—At a Public Meeting of

the Anthracite Proprietors, held pursuant to public advertisement, at the Assembly Rooms, Swansea, on Monday, the 2nd day of July, for the purpose of FORMING an ASSOCIATION for EXTENDING the USE of ANTHRACITE COAL.

WILLIAM CHAMBERS, Esq., in the Chair.

Moved by Mr. Pritchard, and seconded by Mr. John Hiddolph, That an Association be now formed, and be called the "SOUTH WALES ANTHRACITE ASSOCIATION."

Moved by Colonel Pemberton, and seconded by Mr. John Arthur, That the object of this Association should be to demonstrate the applicability of Anthracite Coal to those purposes to which it has hitherto been but partially applied, and to make the properties of this very valuable fuel generally known and appreciated.

Moved by Mr. Joseph Martin, and seconded by Colonel Pemberton, That a fund be now raised for defraying the expenses that will necessarily be incurred in effecting the above object, and subscriptions declared by all parties present; and that the secretary be requested to make application to all others interested in anthracite property, for their contributions to this fund, and to hand over the same to the treasurer.

Moved by Mr. Hiddolph, and seconded by Mr. Newman, That seven gentlemen be now appointed a committee to carry out the object of this Association; and that it be the duty of such committee to take measures for securing the use of Anthracite Coal—in Locomotives, 2d. In Marine Engines, 3d. In Land Engines, 4th. For Foundry purposes, and following these, or others, as they may think fit, to adopt any other means calculated to secure the object of this Association; that it be deemed necessary that four out of seven of the committee shall consent to any and every proposition involving an outlay exceeding £5 before it shall be a valid act of the committee; and that subscribers to the amount of £250 shall be entitled to full information upon the subject of all experiments, and be allowed to inspect all plans and machinery. And that it be a further instruction to the committee, that they shall not expend any of the funds of this Association in furtherance of patents, except the whole of the members of the committee shall be unanimous on the expediency of the measure.

Moved by Mr. John Arthur, and seconded by Mr. J. Pleyer, That Mr. T. Bracken, and Messrs. J. Hiddolph, W. Chambers, Jun., E. James, C. James, J. Martin, and T. Jerome, be nominated the committee; and in the event of any member of the committee declining to act, the said committee be empowered to nominate another person in his stead, but that Mr. T. Bracken and Mr. Jerome, who do not reside in this district, shall be considered as corresponding members of the committee.

Moved by Mr. Joseph Martin, and seconded by Mr. Arthur, That Mr. J. Rowland be appointed Treasurer.

Moved by Mr. Evan James, and seconded by Mr. G. Newman, That a general meeting of subscribers be held quarterly, to which the above committee shall report progress, and by whom accounts shall be rendered.

Moved by Mr. Pritchard, and seconded by Mr. H. Brown, That the proceedings of this meeting be published in the Cambrian, the Mining Journal, and such other papers as the committee may think fit.

Moved by Mr. Newman, and seconded by Mr. E. Carr, That the thanks of this meeting be given to T. Pritchard, Esq., for the service he has rendered all parties interested in the success of Anthracite, and for the more, sitting attention, zeal, and ability exhibited by him in the office of Honorary Secretary.—[All the resolutions were agreed to unanimously.]

WILLIAM CHAMBERS, Chairman.

Moved by Mr. J. S. Foster, and seconded by Mr. J. Jones, That the thanks of this meeting be given to W. Chambers, Esq., for his very able conduct in the chair.

Messrs. Chambers, £100

Joseph Martin, £100

The Llanwrthwl Company, £100

Jerome, Arthur, Wood, and Co., £100

John Arthur, £100

David Arthur, £100

H. S. Newman, Captain, £100

A Friend, £100

The above sums were subscribed by gentlemen present at the meeting. The subscription paper is now lying at the Cambrian Office, and those gentlemen who were prevented attending the meeting of the 2nd inst., are requested to signify the amount of their respective contributions.

ADDITIONAL SUBSCRIPTIONS.

Total sum from Company, £1000

B. D. Gough, £100

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT-STOCK COMPANIES.

SATURDAY.

Dublin and Kingstown Railroad—Return presented, of awards to claimants on the Dublin and Kingstown Railway [ordered 15th May]; ordered to lie on the table.

Mr. Speaker reported the Royal Assent—To the Shannon Navigation Bill; the Timber Ships Bill; the Commercial (London and Blackwall) Railway Bill; and the Brighton Cemetery Bill.

Bank of Ireland Bill—Six petitions against; ordered to lie on the table.

MONDAY.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Time further enlarged for the committee to report till Monday, 26th August.

Bank of Ireland Bill—Two petitions against; ordered to lie on the table.

London, Edinburgh, and Glasgow Railways—Petition of the chairman of the provisional committee of the West Cumberland, Furness, and Morecambe Bay Railway, for including the same in the proposed inquiry, and for including into the communication by railway between the manufacturing districts of Lancashire, Edinburgh, and Glasgow, and the north of Ireland by steam from Whitehaven; ordered to lie on the table, and to be printed.

TUESDAY.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Leave given the committee to sit this day till five o'clock, during the sitting of the House, and notwithstanding the adjournment of the House.

Message from the Lords—That they have agreed to the Stage Carriages Bill; Letters Patent Act Amendment Bill; and the Joint-Stock Banking Companies Bill, without amendment.

Bank of Ireland—Two petitions against; ordered to lie on the table.—Committee deferred till Friday.

London, Edinburgh, and Glasgow Railways—Address "praying that Her Majesty will be graciously pleased to direct that the engineer or engineers to be appointed in pursuance of the Address of this House, on the 14th inst., do, in addition to the report thereby required to be made, report on the merits of the Cumberland railways as regards their connection with the western parts of Scotland and the north of Ireland; and that he be required also to report on the whole of the lines named in the said Address, as regards the relative merits of each, not only in respect to London, but also the comparative facilities afforded to the communication by railway between the manufacturing districts of Lancashire and Edinburgh and Glasgow, and the north of Ireland."

Bank of Ireland—Bill to continue an Act of the last session of Parliament relating to the Bank of Ireland, presented; read first time; ordered to be read second time, and to be printed.

WEDNESDAY.

Exchequer Bills Funding—Bill read second time, and committed for tomorrow.

Bank of Ireland Act Continuance—Bill read second time, and committed.

Exchequer Bills Funding—Return ordered, "of the several fundings of Exchequer Bills since the year 1797, stating the amount of Exchequer Bills funded at each time, the terms on which the same were converted into stock; stating also the price or premium at which the Exchequer Bills were in the market on the day on which the notice was issued by the Chancellor of the Exchequer; stating also the amount of Exchequer Bills then outstanding at the time of the notices being given, and the rates of interest which the Exchequer Bills bore."

Caledonian Canal Committee—Report brought up and read; ordered to lie on the table, and to be printed.

THURSDAY.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Bill reported; report ordered to lie on the table, and to be printed.—Three petitions praying that the bill may be recommitted, from John Haggaley, the Grand Junction Railway Company, and the London and Birmingham Railway Company; ordered to lie on the table, and the two last to be printed.—Two petitions complaining of the decision of the committee; ordered to lie on the table.—Mr. Freshfield gave notice to call the attention of the House to the petition of the Grand Junction Railway Company, for recommitment of this bill [presented 23d August] on Tuesday, 3d of September.—Mr. Crawford also gave notice to call the attention of the House to the petition of the London and Birmingham Railway Company, for recommitment of this bill [presented 23d August] on Tuesday, 3d September.

Bank of Ireland—Two petitions against; ordered to lie on the table.

Bank of Ireland Act Continuance—Bill considered in committee; ordered to be reported.

On moving the committal of the Exchequer Bills Funding Bill, the Chancellor of the Exchequer gave an account of the progress made in giving effect to his scheme.

"The House," he said, "was aware that the amount of Exchequer bills proposed to be funded was 4,000,000l. The house was also aware, that of that sum, half a million was taken at once by the Bank of England. There then remained 3,500,000l. to be provided for. The subscriptions for that purpose were opened on the 19th of August, and on that day 604,000l. were subscribed for. The following day, the 20th, was a very gloomy and rainy day, and, as he should presently show, it not unfrequently happened that the state of the barometer, and the appearance of the weather, had a very material influence upon large pecuniary transactions in the city. On that gloomy day the subscriptions looked as gloomy as the weather; they fell with the mercury; the amount subscribed for was only 115,500l. The 21st of August was more cheering—a fresher spirit inspired the market—the amount subscribed for was 736,000l. And on this day, continued the right honourable gentleman, not being the close of the subscriptions, because they will still be open to-morrow, whether owing to the fitness of the weather, or to any other atmospheric cause, the amount subscribed for has been 1,673,500l.; showing a total already subscribed for, under the new principle of 3,721,000l. of Exchequer bills, and leaving only a sum of 379,000l. to be subscribed for. He therefore now felt entirely warranted in congratulating the House, that, in adopting a sound and just principle, the success of the experiment had fully justified the risk run by the Government."

THE FUNDING OF EXCHEQUER BILLS.

In the House of Commons, on Monday evening, the following resolutions were proposed by the Chancellor of the Exchequer, and since agreed to:—

Resolved—That the several persons who have engaged to subscribe the sum of 500,000l. in Exchequer Bills, dated in March and June, 1839, and charged on aids or supplies, and to make deposits of 20 per cent. on the amount of their respective subscriptions at the Bank of England on the 30th of August, 1839, shall be entitled upon the completion of their subscriptions for every 1000l. so subscribed in Exchequer Bills, to 1000l. 5s. 10d. capital stock in Consolidated Annuities, bearing interest at the rate of 3 per cent. per annum, the said interest to commence from July 5th, 1839, and to be payable by half-yearly dividends on the 5th of January, and the 5th of July in every year.

That the several subscribers shall complete their respective subscriptions at the Bank of England by instalments, in the proportions and at the times undermentioned; that is to say,

- 50l. per centum on or before the 27th day of September.
- 20l. per centum on or before the 8th day of November.
- 50l. per centum on or before the 30th day of December.
- 50l. per centum on or before the 31st of January, 1840.

That interest shall be allowed upon all Exchequer Bills deposited in payment of each instalment, up to the date of such instalment.

That subscribers shall be at liberty to pay the said instalments in advance, and shall, in such case, be entitled to interest thereupon, for the first instalment from the date of the bill up to the 15th of August last, and upon the amount of the bills for each subsequent instalment from the date of the bills up to the day the instalment would have become due.

That all the Exchequer Bills so to be deposited with the Governor and Company of the Bank of England, shall be delivered over to the paymasters of Exchequer Bills, to be cancelled.

Resolved—That every person or persons who shall, on or before the 27th day of August next, subscribe Exchequer Bills to an amount not exceeding in the whole 3,500,000l. of Exchequer Bills dated in March and June, 1839, and charged on aids or supplies, shall be entitled, upon the completion of their respective subscriptions, in manner before provided, for every 1000l. so subscribed in Exchequer Bills, to 1100l. capital stock in Consolidated Annuities, bearing interest at the rate of 3 per cent. per annum, upon the terms and conditions before mentioned.

Resolved—That every person for persons who shall, after 23d of August next, deliver in Exchequer Bills to be cancelled in sums of not less than 1000l. to an amount not exceeding in the whole a sum which, together with the Exchequer Bills subscribed in manner before provided, shall not exceed 4,000,000l. of Exchequer Bills, dated in March and June, 1839, and charged on aids or supplies, shall be entitled for every 1000l. so delivered in, to such amount of capital stock in Consolidated Annuities, bearing interest at the rate of 3 per cent. per annum, as every 1000l. of the said Exchequer Bills would have purchased if the same had been applied in the purchase of Consolidated Annuities, estimating the same at the quarterly average price thereof, for the quarter ending the 5th of January, the 5th of April, the 5th of July, or the 10th of October, on the same day or, immediately preceding the delivery in of such Exchequer Bills, such average price to be ascertained according to the daily returns thereof made up pursuant to law at the Bank of England.

LAW INTELLIGENCE.

STANNARIES' COURT, CORNWALL—AUGUST 7.

TREWOLVAS MINE.

AVERY v. ABBOTT; and TREWY and OTHERS v. ABBOTT—Mr. ROBERTS, for the plaintiffs, moved that the decrees for sale in these cases be consolidated, Mr. BENNALLACK consenting.—Rule absolute granted.

NORTH TAMAR MINE.

SNELL v. BLAKE and ANOTHER—Mr. STOKES, for defendant, moved to dissolve the injunction obtained in this case, Mr. LAMBE consenting.—Motion granted.

ELLENGLAZE MINE.

HARVEY and OTHERS v. STEPHENS—Mr. ROBERTS moved, on affidavit by plaintiffs, Colan Harvey and others, of service of decree, and of non-payment, for an order for sale of machinery.—Rule nisi granted.

AUGUST 12.

GREAT WHEEL PROSPER MINE.

FERRIS v. THOMAS and OTHERS—At the sittings before the last there was a case in which the plaintiff, as manager of the Western District Bank, obtained a decree of payment, and for the sale of machinery on this mine; but at the last sittings, two adventurers in the mine, Francis and Trevethan, had petitioned to be allowed to come in as defendants, and to show cause for the reversal of that decree. They were admitted into the case accordingly; and on evidence being heard, the decree was reversed. The Vice-Warden had made his decree to effect this in London, since the last sittings, because the case was of importance, and some party might possibly wish to appeal; but his Honour had reserved the question of costs.

The VICE-WARDEN now stated, that it appeared to him that the two defendants had failed to prove two allegations, which seemed to reflect on the fair dealing and regularity of the mining creditors. As between the banking company and the two original defendants, Thomas and Buckingham, the costs of the petitioner must be allowed generally; and as between that company and the two supplementary defendants, Francis and Trevethan, the costs must be allowed generally, but the particular allegations not proved by them must be set off against those general costs in taxation.

AUGUST 13.

EAST BEAM MINE.

GILLARD v. RICH—A rule nisi having been obtained on Saturday, by Mr. Roberts, for sale of materials, Mr. GILLSON now offered to show cause why it should not be made absolute, on the ground that an undivided moiety of the engines, machinery, &c., had been sold to a Mr. John Harper, of Bodmin, and praying his Honour not to enforce a sale which must inflict a wrong and injury on the vendee.

His HONOUR was rather of opinion that the third party should have filed a petition, as it was almost too important a question for a mere motion. His Honour deferred decision.

GREAT GOOD LUCK TIN BOUNDS.

HEWETT v. EMERSON and ANOTHER—This was a case of great importance, in which his Honour stated, on Friday, certain points for the consideration of the advocates on each side. The question to be settled is one of bounds, but as a case of appeal, involving the consideration of a former decision of the Vice-Warden, is now before a superior Court, that was postponed, and points only that were peculiar to this case were argued. Mr. Stokes appeared for the plaintiff; Mr. John (on behalf of Mr. Bullock) for the defendants, Richard Emerson and Henry Vivian, the former the pursuer, the latter the captain of Rocks mine. The petition, among other things, stated the plaintiff to be owner of two-third parts in a pair of tin bounds, called Great Good Luck, in the parish of St. Austell, and within the limits of Rocks mine.

His HONOUR decided that a part owner of bounds might sue without noticing other part owners; that this suit was wrongly laid against Emerson and Vivian, on the principle that witnesses must not be made defendants; that if the promise stated had been made by petitioner, he ought to sue Alderson in this Court, as Alderson ought to have an opportunity of showing whether he had acted on the faith of that agreement or repudiated it—and that the petitioner was entitled to an account, unless special circumstances were shown as reasons to the contrary. His Honour would not dismiss the petition for the present, because the petitioner had been called on to argue on the law before the facts.

WHEEL PAUL MINE.

LEAH and OTHERS v. BERRYMAN and OTHERS—This was a demurrer by Seeman, one of the defendants, who was represented by Mr. Stokes. The petition recited an indenture between Leah and others to Berryman on behalf of himself and adventurers in Wheel Paul. It contained an allegation and a claim for rent by way of lien upon the materials, and Mr. Stokes apprehended that the petitioners could not pretend to any right to hypothecate the materials of the mine. Then the petitioners were landlords, the defendants tenants, and the remedy should have been by distress or by action at law, and also by covenant. A landlord could not come into a court of equity against a tenant unless for some special performance upon the covenant; but here the covenant was only for payment of certain rent made by Berryman. Certainly the co-adventurers were also named, but the grant was to him and to his executor, and he was the person at present to be sued on that covenant.

Mr. ROBERTS began to address his Honour for the plaintiffs, admitting that he had a legal right against Berryman, but still alleging his equitable right against the other defendants, when

His HONOUR declined hearing further counsel, and on the authority of "Claverley v. Westley and another," 3 Pier Williams, 109—a case which his Honour considered a good case as to equitable remedy against *cestui que trusts*, although without that case he should not have come to the decision he had now adopted, which was against the demurrer, and that the defendant, Seeman, must answer.

KELLEWERRIS MINE.

FERRIS v. THOMAS—Mr. HOCKIN, on affidavits of non-payment, obtained a rule absolute for a decree of sale for 1627l. 1s.

POLGINE AND CONDURROW MINES.

LAYCOCK and OTHERS v. SMITH and OTHERS—Mr. SIMMONS, in appearing to show cause against a rule nisi obtained by Mr. Roberts for a dissolution of the injunction, said, he had searched in vain for the affidavits in the cause. On inquiry it appeared that the affidavits had been wrongly entitled, and the rule was, therefore, dismissed.

MARK VALLEY CONSOLS.

DAVEY and OTHERS v. TEAGUE—Mr. ROBERTS obtained an injunction to restrain the removal of materials.

WHEEL BROTHERS MINE.

WILLIAMS v. MALACHY, HARVEY v. MALACHY, and BENNETT v. MALACHY—A motion for consolidation of decrees in these cases was made by Mr. Simmons, and a rule absolute granted. Mr. Simmons then moved in the consolidated cases that the registrar's report be received and confirmed.—Granted.

WEST TRESAVEAN MINE.

BAYNARD and OTHERS v. THOMAS—Mr. ROBERTS moved, with the consent of Mr. Simmons, that the registrar's report be received and confirmed.—Rule absolute granted.

AUGUST 14.

GREENHILL MINE.

GILLSON v. BULLOCK—His HONOUR gave judgment in this case, dismissing at first the petition with reference to the account stated, there being ample evidence of an account existing. There was also sufficient evidence (it being uncontradicted) of the petitioner's pervership; but, on the other hand, the mines had stopped in 1835—the suit commenced in 1839—and in 1839, two years before the suit, the petitioner transmitted the final accounts of the mine to the defendant. The principal reason of a pursuer's suing in this court, that of the injury to a mine in work while pursuing common law actions, did not apply here.—Petition dismissed with costs.

BUDNICK MINE.

CHAMPION and ANOTHER v. MICHELL—His HONOUR, after giving his opinion that a tributor was as well entitled to be considered a mining creditor as the workman, and that the prayer for an account in his suit was good, directed an issue to try the question of fraud alleged to have been committed by the plaintiffs.

HOLMBUSH MINE.

MALACHY v. HICKENS—The petition in this case was dismissed.

WHEEL DOLLAR MINE.

ROSEWARNE v. HOCKIN—Mr. HOCKIN, for the defendant, moved to make the rule absolute for taking the petition off the file. Mr. PAUL showed cause against the rule being made absolute, by reading two affidavits, one from the petitioner, the other from Mr. Hill, his solicitor, affirming that the petitioner had not authorized any appearance in the case of "Hoskins v. Rosewarne and Pearce," and had been desirous not to oppose Mr. Hockin. Mr. Paul urged the extreme hardship inflicted on Rosewarne by making him liable for the consequences of the bad conduct of the other defendant.

Mr. HOCKIN addressed his Honour on the practice both in common law and equity, as to the utility of operation of judgments and decrees, and also

urged the extreme hardship that would be inflicted on an honest plaintiff, if a man of straw were to be put forward as defendant, while the responsible party might lay by to see the event, taking the benefit of a decree, if favourable, or avoiding the consequences, if unfavourable.

His HONOUR ordered that the petition be taken off the file.

HARVEY v. LYLE—Mr. STOKES moved, with the consent of Mr. Hill, the defendant's solicitor, for an order of reference of all matters in dispute.—Granted.

MACKENNA and OTHERS v. TREWETHAN—Mr. STOKES moved to amend declaration.—Granted on payment of costs.

POLGINE AND CONDURROW MINES.

LAYCOCK v. SMITH—Mr. PAUL moved, on affidavit of Mr. John Beall, for an order nisi, to dissolve the injunction obtained by the plaintiff in the case of "Smith and others v. Thomas and others."—Granted.

LONDON, EDINBURGH, AND GLASGOW RAILWAYS.

The following petition of the chairman of the provisional committee of the West Cumberland, Furness, and Morecambe Bay Railway was presented to the House of Commons on Monday evening last:—

The humble petition of the provisional committee of the West Cumberland, Furness, and Morecambe Bay Railway, on behalf of themselves and the other subscribers thereto,

Sheweth,—That your petitioners are interested in carrying into effect a line of railway called by them the "West Cumberland, Furness, and Morecambe Bay Railway," but which line has been designated in a resolution of your honourable House as the "Lancaster, Whitehaven, and Carlisle Railway."

That due notices have been given by your petitioners that they intend to apply to Parliament next session for leave to make the said railway, and the surveys, plans, and sections required by the standing orders of your honourable House have been lodged and deposited, whereby your petitioners have incurred considerable expense.

That surveys are also in progress from Carlisle to Kilmarnock, by means of which the whole line will be perfected to Glasgow.

That your petitioners having seen by the votes published by leave of your honourable House, that a motion was made on the 14th of August instant, by the honourable member for Newcastle-upon-Tyne, and carried, that an humble address be presented to her Majesty, praying "That her Majesty will be pleased to give directions that an engineer or engineers may be appointed to inquire and report on the relative merits and the preference which ought to be given to the respective already surveyed and projected railways between London and the cities of Edinburgh and Glasgow, following, viz., vid York, Newcastle-upon-Tyne, and Berwick; vid York, Newcastle, and Hexham; vid Lancaster, Whitehaven, and Carlisle; and vid Lancaster, Penrith, and Carlisle. The said inquiry and report to include the relative merits of the two lines from London to York by Derby and Rotherham, and by Cambridge and Lincoln."

That on the 7th June, in last year, the same honourable member moved, "That a commission be appointed to ascertain and report on the best line for a communication by railway from London and the manufacturing districts of England to Edinburgh and Glasgow," but which motion was negatived; whereas, in the address now agreed to by your honourable House, the manufacturing districts are wholly omitted.

That the line of railway proposed by your petitioners is intended not only to complete the communication between London and Edinburgh and Glasgow, but also between the manufacturing districts of Lancashire and the manufacturing districts of the west coast of Scotland, and also with Belfast and the north coast of Ireland by means of steam vessels from Whitehaven or Maryport, through both of which places the railway will pass.

That your petitioners were not communicated with in regard to, nor did they concur in, the proposal for a Government survey, nor have they any doubts themselves in regard to the practicability of carrying out to its fullest extent their proposed line of railway.

That your petitioners, in perfecting the same on the plans proposed by their engineers, John Urpeth Rastrick, Esq., and John Hague, Esq., will reclaim from the sea upwards of 50,000l. acres of land.

That in the directions proposed in the above resolution to be given to the engineer, who, by reason thereof, will be appointed to make the proposed surveys, and report thereon the peculiar merits of the West Cumberland Railway, as regards its proximity to the north of Ireland, and its being so intimately connected with the manufacturing districts of Lancashire, and its other important features, are not required to be reported on.

That great injury would be done to the interests of your petitioners, should the report refer to your petitioners' line of railway as a line of railway intended solely to complete the railway communication between London and Edinburgh and Glasgow, without reference to its other equally important features.

Your petitioners, therefore, most humbly pray, your honourable House will be pleased to direct that the inquiry to be made by the engineer who may be appointed in pursuance of the said address to her Majesty, may embrace, in addition to that already required by your honourable House, the merits of the West Cumberland Railway, called in the said resolution the Lancaster, Whitehaven, and Carlisle Railway, as regards its connexion with the western parts of Scotland and the north of Ireland; and they further especially pray, that he may be required to report also on the whole of the lines named in the said resolution, as regards the relative merits of each, not only in respect to London, but also the comparative facilities afforded to the communication by railway between the manufacturing districts of Lancashire and Edinburgh and Glasgow, and the north of Ireland, by steam, from Whitehaven.

And your petitioners, as in duty bound, will ever pray, &c.

By order of the provisional committee,

LEWIS CUBITT, Chairman.

MANCHESTER AND BIRMINGHAM EXTENSION (STONE
AND RUGBY) RAILWAY BILL.

The following petition of the Grand Junction Railway Company was presented to the House of Commons on Thursday evening last:—

The humble petition of the Grand Junction Railway Company, under their common seal,

Sheweth,—That a Bill is now before your honourable House for making a railway from the Manchester and Birmingham Railway, in the parish of Stone, in the county of Stafford, to join the London and Birmingham Railway, in the parish of Rugby, in the county of Warwick, to be called "The Manchester and Birmingham Extension Railway," with a branch therefrom.

That such proposed railway would compete with the Grand Junction Railway, to the prejudice of the public and of your petitioners, as they are prepared most distinctly to prove.

That the London and Birmingham and Grand Junction Railways, connecting the metropolis with the Liverpool and Manchester Railway, and so effecting one continuous line from London to Manchester and Liverpool, were authorised by Parliament in 1825, for that among other specific objects, and have been completed and opened to the public after the expenditure of above seven millions of money, the probable revenue of both undertakings depending as well upon the trade of Manchester as of Liverpool.

That your petitioners had considered that a competing line, brought forward after the formation of the lines with which it is placed in competition, ought not to be, and would not be, regarded by Parliament in any other or more favourable light than if it had been brought forward whilst its competitors were before Parliament for legislative sanction. And your petitioners entertained, and still entertain, the most sanguine expectations, that (under the application of this just rule) the lines of railway already authorised by Parliament must be decided by any committee to be very far superior to the now proposed competing line.

That under these impressions, your petitioners presented to your honourable House their humble petition, praying to be heard before the committee to whom the said Bill had been referred, against the said Bill, on the ground of its non-necessity and inutilty in any public point of view, and of its being a competing line with and likely to be injurious to the railway of your petitioners.

That such petition was referred by your honourable House to the said committee, and counsel ordered thereon.

That the said committee declined to hear your petitioners upon their said petition, in reference to which the said committee have come to the following resolutions:—"That it is the opinion of the committee that the line of the Grand Junction Railway Company, considered in conjunction with the line of the London and Birmingham Railway, is a competing line with regard to the line now before the committee."—"That the fact that the lines of railway above-mentioned, considered conjointly, are a competing line, does not necessarily entitle the companies concerned in those railways to appear as parties before the committee."—"That the committee adheres, in the case of the Grand Junction Railway, to the decision to which it came in the case of the London and Birmingham Railway, and declines to allow them to appear as parties before the committee."

That your petitioners humbly submit to your honourable House, that such decisions of the said committee are a denial of justice to your petitioners, and contrary to the practice which has hitherto justly prevailed before committees of your honourable House.

And your petitioners humbly submit that such decisions, if not reversed by your honourable House, will lay the foundation of a precedent as detrimental

to the interest of the public, as injurious if not ruinous to the interests of your petitioners and all other railway companies.

That in this country, where great public works are executed by private individuals, under the sanction of Parliament, it is just and reasonable that legislation, which is to affect these public works when constructed, should be limited at least to some extent by considerations of the protection due to parties who have expended immense capitals in their construction; and in the case of railways your petitioners submit, that existing railway companies should be allowed to retain the traffic on the faith of which they constructed their railways, and by the possession of which alone they can continue and afford increased accommodation to the public, so long as they can and do effectually perform their duty to the public, and so long as their undertakings fully answer the public objects for which they were designed and authorised by Parliament.

That, in the session of 1836, a select committee of your honourable House was appointed to consider the standing orders relating to railway bills, and the mode of proceeding in committees upon such bills; which committee, after full inquiry, reported to your honourable House, amongst other things, "that all committees on railway bills should inquire and report to your honourable House, whether the present means of communication between the termini proposed to be connected by the Bill referred to them, were sufficient or insufficient for commercial, manufacturing and agricultural purposes, and also first, whether there are any and what competing lines in existence, and secondly, whether any and what are in progress or contemplation, and in what respects such proposed lines are superior or inferior to the other lines."

That your honourable House, concurring in that recommendation, resolved in the same session, not to proceed with the further consideration of any report on a railway bill which should not contain specific replies to the said inquiries.

That since that period no case has occurred, within the knowledge of your petitioners in which railway companies already established had not been allowed to be heard before the committees to whom any Bills for making railways competing with theirs have been referred.

That on the contrary railway companies have been allowed to be heard against competing lines, and, as an instance, your petitioners would mention, that in the session of 1837, your petitioners were heard in committee against the very identical line now in committee.

That most minute inquiries are required (by the third resolution of your honourable House as to railways) to be made and reported on by each committee as to the capital and means of constructing the work in the first instance, and (by the fifth sixth and seventh resolutions), as to the income for the support of the railway, and all the sources from which that income will arise.

Your petitioners further humbly submit, that it is impossible for the committee on the Bill now in question, or for any committee on any railway bill, to comply with the spirit, intention, or even letter of the above standing orders, upon *ex parte* evidence given by the promoters of the Bill; and it is plainly unjust towards your petitioners, that their case, and the merits or character and capabilities of their railway, or its sufficiency or insufficiency, should be inquired into and reported upon (perhaps to the serious and lasting prejudice of your petitioners) in their absence, and without hearing them thereon.

Your petitioners further submit that no doubt could for a moment exist, that if your petitioners' railway, and also the Manchester and Birmingham Extension Railway, were now before Parliament for consideration, as competing lines, that the two railways would, as in former cases, have been referred to the same committee, before whom the promoters of each would have been fully heard; and they humbly contend that the fact of the Grand Junction Railway having been completed at such an enormous cost, and being, therefore (in the words of the resolution of your honourable House), an "existing" Railway so far from taking away, does in fact increase the propriety and necessity of a fair and full hearing of your petitioners, as well as the promoters of the said bill, upon the eighth standing order resolution, viz., "whether the lines in existence are superior or inferior to that which is now proposed."

Your petitioners submit that it will be impossible for any committee on any railway bill to report satisfactorily or fairly upon the said resolutions, without hearing the competing companies whose lines they are to report upon; especially in cases where the company seeking to establish a line can succeed in buying of the landowners affected by it, as has frequently been the case, and as will always be the case, if thereby all opposition to the Bill can be removed, and all inquiry into its merits be thereby rendered absolutely *ex parte*, and consequently useless.

Your petitioners beg further to submit to your honourable House, that, by the eighteenth resolution on railway bills, the committee are directed to inquire, "whether the calculations proved in evidence before the committee, have satisfactorily established that the revenue is likely to be sufficient to support the annual charge of the maintenance of the railway, and still allow profit to the projectors?"

That it is therefore (as your petitioners respectfully submit), incumbent upon the committee to ascertain whether the traffic likely to arise from or upon the said intended railway, will be sufficient to maintain that railway in a state of efficiency as well as the railway belonging to your petitioners with which it will compete, which the committee cannot effectually or fairly do without hearing your petitioners thereupon.

Your petitioners therefore humbly pray your honourable House, that the said Manchester and Birmingham Extension Railway Bill may be re-committed, with an instruction to the committee to hear your petitioners by their counsel, agents, and witnesses, against the preamble, and such of the clauses of the said Bill as affect their interests or otherwise, that it may be referred to an appeal committee of your honourable House, to inquire into the right or expediency of your petitioners to be so heard, or that your petitioners may have such other relief in the premises as your honourable House may seem meet.

The following petition of the London and Birmingham Railway Company was presented on the same evening:—

The humble petition of the London and Birmingham Railway Company, under their corporate seal,

Sheweth,—That a Bill for extending the line of the Manchester and Birmingham Railway from Stone to Rugby, with a branch to join the Birmingham and Derby Junction Railway, has been lately before a committee of your honourable House, who have now concluded their inquiries thereupon, and have reported that the preamble of the said Bill has been proved.

That the said proposed railway would be for a considerable extent a competing line with the London and Birmingham Railway, and is promoted for the purpose of carrying away a great portion of the traffic which now passes on the said last-mentioned railway.

That the main ground upon which the said Bill was promoted before the said committee was, the alleged insufficiency of the present means of conveyance between the termini thereof for the purposes of the traffic passing thereon.

That the London and Birmingham Railway was originally authorised to be made by Parliament, on the ground of the advantage that would arise to the public from the establishment of a railway in lieu of the means of conveyance then existing, and for the purpose of remedying the insufficiency of such means of conveyance; and your petitioners humbly contend that it has fully answered the objects for which it was so authorised.

That your petitioners therefore presented a petition to your honourable House, alleging the sufficiency of their railway, in connection with other existing railways, for all the purposes contemplated by the measure proposed by the said Bill, and the consequent non-necessity of that measure, stating also the injury which the establishment of the said intended railway would entail on them, and the injustice of authorising a parallel and competing line to the line which they had constructed at great expense and at great risk, under the authority of Parliament, unless in consequence of an urgent public necessity, which they were fully prepared to prove did not exist, and praying to be heard by their counsel, agents, and witnesses before the committee on the said bill against the preamble, and such of the clauses thereof as affected their interests.

That the said petition was referred to the said committee by your honourable House, and counsel thereon ordered; but upon your petitioners appearing by their counsel in support of the said petition, the said committee, although admitting that the proposed line would be a competing line with the London and Birmingham and Grand Junction Lines, absolutely refused to hear them thereon, and proceeded in their inquiry on the said bill, and in hearing evidence in support thereof, without allowing your petitioners any opportunity of being heard in support of the sufficiency of their undertaking for the public purpose, and in disproof of the allegations respecting it made in the said committee, on the accuracy of which allegations the case of the promoters of the Bill entirely depended.

That by the standing orders of your honourable House all committees on railway bills are required to report specifically as to the sufficiency or insufficiency for commercial, manufacturing, or agricultural purposes, of the present means of communication between the termini of the railway proposed to be made, and also whether there are any railways in existence with which such railway would compete, and in what respects such proposed railway is superior or inferior to such existing railways.

That the committee on the said bill have accordingly agreed to a report on the above-mentioned subjects of inquiry, but your petitioners humbly contend that the report so agreed to has been made upon insufficient data, and that had they been heard upon their petition before the said committee, they should have been enabled to tender such evidence as would have proved the sufficiency of their undertaking, in connection with other existing railways, for all the purposes of the traffic between the termini of the railway proposed to be made, and moreover that their said railway is far superior in many essential particulars not reported on by the committee to the railway proposed by the said Bill.

That under the circumstances your petitioners humbly contend that justice has not been done them by the committee on the said Bill, and that the report made by the said committee to your honourable House is incorrect, and not founded upon such correct data as the said committee might have obtained if they had heard your petitioners on their petition as referred to them by your honourable House.

Your petitioners therefore humbly pray your honourable House that the said Bill may be referred back to the said committee thereon, with an instruction that they do hear your petitioners on their said petition, by their counsel, agents, and witnesses, or that your petitioners may have such other relief in the premises as to your honourable House shall seem meet.

And your petitioners will ever pray, &c.

RAILWAY INTELLIGENCE.

GREAT WESTERN RAILWAY.—The following is the return of traffic on this line from Monday, the 5th, to Sunday, the 18th inst., inclusive: coaches 255, horses 45, dogs 37, passengers 16,800, producing the sum of 2816l. 17s. 1d.—The following is the return for the subsequent days: Monday, 426l. 16s. 6d.; Tuesday, 375l. 16s. 8d.; and on Wednesday, 346l. 11s. 5d.

LONDON AND SOUTH-WESTERN RAILWAY.—The following is the return of traffic on this line for the week ending August 18:—Passengers, parcels, &c., 3430l. 9s. 6d.; goods, 42l. 2s. 8d. (ditto, not paid for, 152l. 18s. 9d.); conveyance of three mails, 42l. 2s. 4d.—Total receipts, 3667l. 13s. 3d.

LONDON AND CROYDON RAILWAY.—Traffic return from the 16th to the 22d instant, inclusive:—16th, 85l. 2s. 3d.; 17th, 77l. 18s. 2d.; 18th, 222l. 3s. 6d.; 19th, 76l. 6s. 4d.; 20th, 67l. 18s. 5d.; 21st, 100l. 9s. 1d.; 22d, 101l. 16s. 3d.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line from the 6th inst. to the 13th inst., was 30,359, producing (including creek and footpath) 1043l. 12s. 4d.—The number from the 13th to the 20th instant was 29,677, producing (including creek and footpath) 1033l. 3s. 9d.

MANCHESTER AND LEEDS RAILWAY.—The business on this railway continues very rapidly to increase. Last week, notwithstanding the disturbed state of the neighbourhood, it kept up, and this week it has taken a surprising start: the number of passengers conveyed on Monday having been no fewer than 4365, whilst yesterday they reached 4704; total for the two days, 9069! We are happy to state, that Mr. Edmondson's system of issuing tickets has fully met the pressure of business on the railway during those two days; and that 1822 passengers were booked at the Manchester office by Mr. Richardson, the booking clerk, with perfect ease; 621 of whom went by the six o'clock train, the way-bill for which was given to the guard within four minutes and a half of the usual time; and the trains throughout have kept good time. On Monday, 1519 passengers were booked at the Rochdale station with equal ease and dispatch. —*Manchester Guardian.*

BIRMINGHAM AND DERRY RAILROAD.—The business upon the railroad since its opening on Monday last, has far exceeded the expectation of the directors. Everything has progressed prosperously. We understand arrangements are making to enable persons residing upon the line to visit this town in the morning and return in the evening; and also to forward passengers by the Nottingham trains, without delay. The directors are anxious to accommodate the public to the utmost of their ability. —*Derbyshire Courier.*

GLASGOW, PAISLEY, KILMARNOCK, AND Ayr RAILWAY.—The number of passengers carried on this line as far as open, since the 5th inst., has surpassed the expectations of every one. During the six days last week, the passengers amounted to 2466, and on Monday and Tuesday the numbers were upwards of 400 each day, and appear to be steadily increasing. When it is considered that this is by far the most isolated part of the whole line, and that which was never expected of itself to remunerate the cost of making until the connection was opened with Glasgow, it augurs favourably for the increase which is likely to take place when a way is opened for the populous neighbourhood of this city to communicate with Paisley, Johnstone, Beith, Lochwinnoch, Dalry, Ardrossan, and Kilmarnock, as well as these places severally with each other. The expense of working these eleven miles is said not to exceed five or six pounds per day, including the fuel consumed (two tons of coke per day) and the wages of the clerks and assistants. The receipts have been regularly from 20l. to 28l. per day—thus being four or five times the outlay! and this in a part of the line where there was said to be no traffic! —*Glasgow Herald.*

MANCHESTER AND BIRMINGHAM RAILWAY.—One of the heaviest contracts (the viaduct across the valley at Stockport) on this railway is now rapidly progressing. This work consists in part of twenty-three arches, sixty-three feet span. These arches, or rather the centres, on which the arches are to be turned, require 3500 cubic feet of timber, for the construction of each, and there are to be eight arches completely finished before the centre of the first is struck. It will therefore require 30,000 feet of timber in the construction of this part of the work. The brick-work is three feet in thickness. The highest arch will overtop Mr. Ferneby's seven-story mill about twelve feet. —*Bolton Chronicle.*

THE MIDLAND COUNTIES RAILWAY.—The contract for the erection of the station at Leicester, has been undertaken by Messrs. Waterfield and Smith, in conjunction with the building company, and that it is expected to be covered in by November next. The amount of the contract is under 15,000l. The late rains very much retarded the making of the line near this town, but the subsequent fine weather has enabled the excavators to proceed rapidly with their work. The tunnelling under the freemen's common is now extended to nearly twenty yards, but would have been much more ere this, had it not been for the falling in of the shaft some weeks ago. —*Leicester Journal.*

CHILTERNHAM AND SWINDON RAILWAY.—A meeting of the directors of the Cheltenham and Swindon Railway was held on Tuesday week, when the proposal, made a short time ago, to remove the depot from the end of Queen's-road to St. James's-square, was taken into consideration, together with the replies of Mr. P. Thomson and Mr. Roy to the same request. The conclusion the meeting came to was, that the directors were not in a situation to consent to the alteration recommended, every arrangement having been made for fixing the depot in its present position with that of the Gloucester and Birmingham Company. The provisions of the Act of Parliament requiring that the land forming the whole of the line between depot and depot should be purchased previous to the 25th of last March, it became impossible for them to assent to an extension of the line, even with the consent of the landowners, unless the Gloucester and Birmingham Company would comply also, which there was no probability of their doing, seeing that in default of the above condition being fulfilled, the whole of the line from Cheltenham to Gloucester would become forfeited to them. —*Cheltenham Leader.*

OPENING OF THE COLOUNE AND MURGERDORF RAILWAY.—This railroad was opened on the 2d inst. The principal civil and military officers, and a great number of spectators were present at the ceremony. The whole went off perfectly well. A train of eight six-wheeled carriages, drawn by two locomotives, with 400 passengers, performed the distance of a German mile (four and a half English) in ten minutes, or at the rate of twenty-seven miles per hour. The engines were conducted by Mr. James Smith, formerly belonging to the Tall Vale Iron Works (late Langridge and Co.'s establishment), and were manufactured at the extensive locomotive factory of Messrs. Langridge and Co., of the Ballington Iron Works; from which firm most of the foreign railway companies have their engines and tenders, on account of the extreme care and attention paid to the safe and secure construction of those delicate, beautiful, and swift conveyances of modern invention. Messrs. Langridge and Co. have been eminently fortunate in the manufacturing of these engines, as not one single accident has occurred to any of them employed in this country or abroad. Another line is to be opened shortly from Amsterdam to Haarlem, laid down by Welsh railway bars and with engines of an improved principle from the above-named firm. —*Silvian.*—The opening of the railroad to Haarlem, which was to take place on the 24th of this month, has been necessarily put off, from want of the several locomotives that were to have come from England; which delay must chiefly be attributed to the disturbances in that kingdom, and especially in districts where these engines are manufactured. It is hoped, however, that intelligence of their being sent off may be hourly expected; when they will soon arrive, and be employed here, as everything is ready on the road. —*Dutch paper.*

OPENING OF THE ULSTER RAILWAY.

On Tuesday week the section of the Ulster Railway between Belfast and Lisburn was opened for the conveyance of passengers. The first train started from Belfast at seven o'clock in the morning. No particular ceremony was observed on the occasion. The works have been constructed under the direction, and almost exclusively at the expense, of business men; and the opening was most properly kept free from anything savouring of display or patronage. During the entire day each terminus was thronged with persons who took a lively interest in the arrivals and departures of the train. The day was very favourable, and the vicinity of the line, in the neighbourhood of Belfast, presented a most animated scene. The express engine carried the first train, and made the trip to Lisburn, a distance of eight English miles, in twenty-three minutes, and returned in seventeen, including the stoppage at Danmurry each time. During the day the speed varied, but, very properly, the rate of travelling was moderate, so as to ensure entire safety. The number of passengers conveyed along the line amounted to about 3000, and on several occasions it was found impossible to receive all who offered, although upwards of 250 could be accommodated in the train. The appointments and arrangements are good, considering the novelty of the establishment; and, of course, they will be rendered more complete after some little experience. The motion of the carriages is remarkably smooth, so that travelling by them is easy and comfortable. The last train left Belfast at seven o'clock in the evening, and arrived, on its return, about fifteen minutes after eight, thus concluding the day's performance by a beautiful run.

RAILROADS IN GERMANY.

A very intelligent correspondent, writing from Hamburg on the subject of railroad communication in Germany, gives the following statement of one of the principal causes which have hitherto exercised a powerful check on the progress of public works there:—

"It will appear strange to you in England, that here in Hamburg, even to this day, there has been no law to compel people to part with their property for works of public benefit, and without which no improvements in roads, harbours, or the construction of railways can be effected. All laws are proposed to a numerous body of the citizens, called 'The Burger-schaft,' which is composed of citizens possessed of a certain amount of property; these good people meet once in three months, and in September, I believe a new law for enabling public companies, &c., to purchase and obtain property immediately necessary for public works will be submitted to them by the senate. The senate, however, can only propose the law, but it has, notwithstanding, much influence in causing its approval by the people, and that patriarchal body is now considering the draft of this law. In this state of uncertainty matters now stand. An influential company has been lately formed for the purpose of completing a railroad from this city to Bergedorf, and Mr. G. Giles, a very talented engineer from London, has come down to direct the operations. This projected railroad is the first portion of a line contemplated to connect Hamburg with the interior of Prussia and Austria, in which countries railways are progressing on a large scale. I believe the course will be from Bergedorf to Brunswick. From Brunswick there is a railroad to Wolfenbittel and the Harz mountains, and from Wolfenbittel a line is in contemplation to Magdeburg. If these two portions are effected—viz. from Hamburg to Brunswick, and from Wolfenbittel to Magdeburg, the whole of the north-west of Europe will be in direct railway communication by the lines now forming with Berlin, Leipzig, Dresden, Vienna and other great towns. The Danish government has called upon Mr. Giles to assist the royal engineer in selecting a line to connect the Baltic with Hamburg—the port proposed as the terminus is Kiel. I hope this may be accomplished, but the Danes are very poor."

RAILWAY MEETING AT WALSALE.

A public meeting was held at the Town Hall, Walsall, on Monday last, in compliance with a requisition, most respectfully signed, and addressed to the Mayor, J. Dixon, Esq., for the purpose of adopting a memorial to the directors of the Grand Junction Railway, soliciting them to make a branch railway from the Besant-bridge station, or some other convenient point, into the town of Walsall. The meeting, although its object was stated to be very generally approved, was but thinly attended.

The Mayor in the chair. PETER POTTER, Esq., moved the first resolution, to the effect:—"That a direct railway communication between Walsall and Birmingham would be highly advantageous to the trade of the former place." JOSEPH COWLEY, Esq., seconded the motion, which was carried unanimously.

C. F. DARWALL, Esq., proposed the second resolution, to the effect:—"That the Grand Junction Railway Company be respectfully requested to form a branch railway from their main line at Besant to some convenient and appropriate part of the town." Mr. EYLAND seconded the resolution, which was also unanimously carried.

The third resolution, pledging the meeting, in the event of the directors of the Grand Junction Railway acceding to their wishes, to use their utmost exertions to forward the interests of the railway, when completed, was moved by Mr. SMITH, and seconded by Mr. POTTER, jun., and carried unanimously.

It was then agreed that a committee should be formed for the purpose of obtaining signatures to the memorial, and thanks having been voted to the chairman, the meeting separated.

YORK AND NORTH MIDLAND RAILWAY.—The laying of the second line of rails is proceeding with rapidity, and will be completed from this city (York) to the junction in about four months. The other works from Milford to Altofts are progressing very favourably, and no doubt exists that the contractors will have completed their respective contracts in March next. —*Yorkshire Gazette.*

RAILROADS IN AUSTRIA.—M. Zanino Volta, the able engineer of Como, who, in conjunction with M. Braschetti, of Milan, obtained, in 1837, from the Austrian government, a privilege of fifty years for the construction of a railroad between Milan and Como, is now negotiating with the Swiss cantons of the Grisons and St. Gall an enterprise which would vie in magnitude with the Thames Tunnel, viz., the piercing through the Grisons' Alps. Impressed with the commercial importance of the passage of the Splügen, and at the same time with the various obstacles which it presents, he thinks it possible to pierce through that mountain, and establish in the passage thus effected a railroad, the northern portion of which would end either at Wallendstadt, or even at Scherikon, on the lake of Zurich; and the southern would be connected with the Como and Milan Railroad. M. Volta does not dissemble the expense and difficulties of such an undertaking, but insists on the immense advantages that would accrue from a horizontal road accessible at all times, and not nearly so long and fatiguing as the present one. As galleries above half a league long have already been bored, he deems that there is no reason why longer still should not be pierced. An examination has proved that the granite rocks to be gone through can be easily blown up, and that by a new process the operation may be rendered easier still. M. Volta, reckoning that thirty years will be required to execute the works, demands an exclusive privilege of a hundred years, with liberty to establish companies in order to procure funds or to transfer his privilege to other parties. In return he engages to execute 8000 metres in the course of five years, and the whole line, crossing the territory of the Grisons and St. Gall in thirty years. Moreover, M. Volta engages to pay 10,000 francs into the cantonal coffers of the poor for every year of unjustified delay in the completion of the whole road over the Swiss territory, or else to resign entirely his privilege.

LAUNCH OF AN IRON STRAM-BOAT.—The beautiful vessel built by Messrs. Pagn and Gresham, for the trustees of the Duke of Bridgewater's Canal, was launched on Monday last, from the pierhead of the Duke's Dock. She is to be used for towing vessels in Hamerton, and is consequently of a light draft of water, and it is expected will not exceed four feet when the machinery is on board. A circumstance occurred which proved the great strength of vessels built with iron. It was found impossible, without removing too much of the stone-work of the pier, to lay the launch as low as is deemed necessary to allow the vessel to glide, without straining, into the river, added to which the wind proved unfavourable for a high tide. The builders, however, had such confidence in the strength of their vessel, that they felt no hesitation in allowing her to be launched, and the result proves that this was not a rash decision, as not the slightest indication of straining has since appeared. Lord Francis Egerton had promised to honour the occasion by his presence, but was prevented by not arriving in town in time to attend. The vessel is called *Alisa*, the name of his lady's eldest daughter. —*Liverpool Mercury.*

PUBLIC COMPANIES.

MEETINGS.

London Grand Junction Railway	London Tavern	August 26	1.
Bristol and Exeter Railway	Merchant's Hall, Bristol	27	2.
Edinburgh and Glasgow Railway	Glasgow	27	3.
Great Western Railway	Bristol	28	12.
Sheffield and Manchester Railway	Tontine Hotel, Sheffield	28	12.
Eastern Counties Railway	London Tavern	28	1.
Thames Haven Dock and Railway	London Tavern	29	11.
Birmingham and Derby Railway	Royal Hotel, Birmingham	29	11.
Southampton Docks	19, Bishopgate-street-within	29	1.
London and Blackwall Railway	London Tavern	29	12.
Wheat Riekers Mining Company	27, New Broad-street	29	1.
Dublin and Drogheda Railway	Northumberland-bdgs., Dublin	30	1.
Great Leicester and Munster Railway	67, Moorgate-street	31	1.
Bahia Steam Navigation	George and Vulture Tavern	31	1.
Great Wheel Prosper Mining Company	York Hotel, Manchester	Sept 1	12.
Kent Water-works	George and Vulture Tavern	2	12.
Ship-owners' Towing Company	102, Leadenhall-street	3	1.
Commercial Gas-Light Company	London Tavern	3	1.
Manchester and Leeds Railway	Office, Manchester	3	12.
Leamington Railway	Abergavenny	3	12.
Manchester and Birmingham Railway	York Hotel, Manchester	5	3.
Hayle Railway Company	Rectory-house London wall	6	1.
Gloucester and Berkeley Canal	Gloucester	11	12.

CALLS.

Great Wheel Charlotte	108, Aug. 26	Lawrence Pountney-hill
St. Hilary Copper Mining Co.	25, Aug. 26	63, Lombard-street
Treleigh Consols	29, Aug. 26	Vere, Supte, and Co.
Glasgow and Ayrshire Railway	25, Aug. 26	Jones, Lloyd, and Co.
South Eastern Railway	27, Aug. 26	Glyn and Co.
Daneshcombe Copper Mining Co.	108, Sept. 1	Glyn, Halifax, and Co.
Trans-Atlantic Steam Ship Co.	108, Sept. 1	As former calls
North Midland Railway	108, Sept. 1	As former calls
Edinburgh and Glasgow Railway	108, Sept. 1	As former calls
Rhymney Iron Company	108, Sept. 1	Laurence Pountney-hill
Royal Santiago Mining Company	108, Sept. 1	Wright and Co.
Birmingham & Gloucester R'way	108, Sept. 1	Jones, Lloyd, and Co.
Midland Counties Railway	108, Sept. 1	As former calls
Cornwall Great United Mines	108, Sept. 1	Masterman and Co.
Wheat Elizabeth Mine	108, Sept. 1	London & Westminster Bank
Munster Union Mining Company	108, Sept. 1	Provincial Bank of Ireland
Commercial Gas Company	108, Oct. 3	60, King William street

DIVIDENDS.

Commercial Bank of England	3 per cent.	Manchester	Aug. 24
Holmshurst Mining Company	10 per cent.	Office, New Broad-st.	29
London and Westminster Bank	10 per cent.	Lothbury	Sept. 10
North and South Wales Bank	7 per cent.	Office, and branches	10
Commercial Bank of New Orleans	10 per cent.	Reid and Co.	Nov. 15

NOTICES TO CORRESPONDENTS.

W. M. THOMAS & THE EDITOR OF THE MINING JOURNAL.—We have the pleasure to inform our readers (and we trust to their satisfaction) that in the case of "Thomas v. English," Mr. Justice Erskine, who tried the cause, has granted his certificate under the statute, by the provisions of which the plaintiff will be entitled to no more costs than damages—viz.: ONE FORTYING—making, together with the damages, ONE HALF PENNY.

We have to acknowledge the many kind communications and inquiries of friends and correspondents as to the health of the Editor. It affords us much pleasure in being able to state that he is rapidly recovering from the effects of the late serious accident.

Dr. CROOK has our best thanks. The antediluvian specimen has not yet arrived—the party has.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, AUGUST 24, 1839.

If any additional evidence were necessary to justify the course we pursued in directing attention to the several companies of which Mr. WILLIAM MILLETT THOMAS was the projector, beyond that afforded in the report of the late trial, and which appeared in our columns of last week, it is to be found in the decision of the learned Judge, who, having taken time to weigh the character of the alleged libel, and that of the plaintiff, has since certified, *depriving the plaintiff of costs*—thus proclaiming to the world that, although in the eyes of the law the language used must be construed as of a libellous nature, thereby entitling the plaintiff to a verdict, yet that the expressions made use of were perfectly justified by the evidence adduced on the trial, and that, in the opinion of the learned Judge, the plaintiff had no moral ground whereon he could base or maintain his action. This decision of the learned Judge in itself speaks volumes, and renders comment unnecessary.

The results of the proceedings, which are now before our readers, will, we doubt not, act as a beacon on future occasions, should we, unhappily, have cause again to caution the public from being made the dupes of designing projectors. We trust, moreover, that they will act as a wholesome check on dishonest practices, and that any further reference may be rendered unnecessary, while we may hope that no recurrence of circumstances of a similar nature will take place. This we are most anxious should prove to be the case, as we are well convinced that it is neither for the interest of the miner or adventurer, nor for that of the MINING JOURNAL, to be compelled to notice acts which reflect only discredit on the parties concerned, and which indirectly tend to create a prejudice and distrust which deters the capitalist from embarking in mining pursuits. The object of the MINING JOURNAL is not to lend its columns to abuse, nor to deal in personalities, while it will never shrink from a straightforward performance of its duty—but its utility and importance should be looked upon rather as being the only medium of communication on subjects appertaining to mining, as furnishing to the agent and to the adventurer the means of acquiring knowledge, which, in the absence of such a publication, he could not possess. A brief review of the several original papers and reports which have appeared in our columns from time to time, must satisfy the most sceptical that we wish not to indulge in personalities, but that our object is to render the publication one of usefulness and value to the mining interests. Happy should we be never to be called upon to use the pen in the exposure of abuses, but to be confined to the more legitimate objects we have in view.

In the action lately tried we had no resource but that of justifying in open Court the language we had used in animadverting on the conduct of Mr. W. M. THOMAS (this was rendered necessary by the measures adopted by that gentleman), and to this we were compelled in justice to ourselves; at the same time it may be observed—that the line we adopted was one which afforded to the plaintiff an opportunity of proving to the world (could he so have done) that not only was the language libellous, but that it was false—that our motives were not such as we represented them, but were to be attributed to other causes than the desire of protecting the public, and—that his character had been basely maligned and deteriorated in the eyes of the public and his friends. Indeed, such we naturally expected would Mr. THOMAS have at least attempted, as it will be in the recollection of our

readers that, on two several occasions, we applied to change the venue, affirming that the witnesses necessary to prove our case were mostly resident in Liverpool, Manchester, Leeds, and London, and, therefore, that on the score of convenience and expense it was politic to have the action tried in London, and, moreover, that prejudice or bias might not be expected to have any way.

Our applications were attended with ill success—counter-affidavits on the part of Mr. W. M. THOMAS and Mr. TRIBE (the secretary) were put in, stating that Cornwall was the proper scene of action—that the character of the mines and individuals were involved, and that it would be indispensably necessary to put forward the evidence of many witnesses who were resident in that county, and the expense of bringing whom to London was of serious import. The consequence was, that the trial was fixed to come on at the Bodmin Assizes; and although the plaintiff had subpoenaed a host of witnesses, yet not one was called. We ask not the cause, but with evidence such as was brought forward in justification of the alleged libel, our readers will not be at a loss to define the motives which influenced the plaintiff in allowing the statements put forward to be allowed to go to the jury, without the slightest attempt at contradiction of any of the charges, or of contraverting the effect likely to be produced in the absence of any witnesses on his behalf.

It is not our intention further to dwell on the subject, nor shall we hereafter recur to it. We have done so on the present occasion from the feelings of duty which we consider are imposed on us, of briefly directing attention to the results of proceedings which had for their object the annihilation of the MINING JOURNAL, or, at least, of those principles by which it is supported. The attempt has recoiled on the party in a manner perhaps least expected on their part, although but one opinion was ever entertained by us as to the consequences which might be fairly calculated upon.

To quit the subject, however, without making those acknowledgments which are due, would be to evince a spirit of ingratitude and insensibility to kindness, which has been manifested so generally as to call forth our best thanks. To those who, quitting their mercantile or other engagements, willingly proceeded from Leeds, Manchester, Liverpool, and other distant quarters, to be present at the trial, and render their aid, our thanks are most especially due; and although we had no intercourse in the early stages with the highly respectable gentlemen now forming the direction of the "British Silver-Lead Company" in Liverpool, the "Reeth Consols Mining Company" in Leeds, or the "Great Wheel Prosper Mining Company" in Manchester, it is with pleasure we acknowledge the ready assistance afforded us by documentary, as well as oral evidence, and which enabled us to meet so triumphantly the charge.

The question was not one simply between Mr. W. M. THOMAS and the EDITOR OF THE MINING JOURNAL—it was one of the first importance to the mining world—a system was exposed, which had for its object the abuse of that confidence which has in many instances been too readily reposed in the representations of interested parties, and which, unfortunately too late, is found to have been betrayed. It is acts such as these which militate against the mining interest—it is this species of conduct which engenders suspicion, and places every agent and every mine under its baneful influence—throwing doubts where none should exist, and preventing the fair and honest outlay of capital in prosecuting mining operations. We have so oft had occasion to note the advantages attendant on mining, and the large fortunes which have been realised by a judicious application of capital, that no observation is here called for to impress this on our readers.

In conclusion, we have again to express our grateful acknowledgments for the zealous aid we have received (in many instances unsought), and while we offer our meed of thanks to our professional friends, who toiled so well and so successfully, we shall ever have reason to be proud of having submitted our cause to the honest and independent verdict of a Cornish jury.

The results of the numerous Joint-Stock Banks which have, within the last few years, been established in almost every part of the kingdom—and more especially in the great manufacturing and mining districts—must be highly gratifying both to the proprietors and to all who take an interest in the successful operation of these important institutions, the immense value of which, to a mercantile community, has long been confirmed beyond a doubt. At the present moment it is the more important to glance at these results, and to show the general prosperity which they indicate, as two or three instances have lately occurred where, owing to a peculiar train of circumstances, losses have arisen, and some check has been experienced, in a career, marked in most cases, by extraordinary success. We are well aware that public opinion is too firmly based with respect to the solidity of these undertakings, and that the soundness of their principles, and the general prudence of their management, are too well appreciated for such casual failures to be regarded with distrust, or to be considered as indicating anything wrong in the state of affairs, yet still it may be useful to advert to the more pleasing prospect presented by the great majority of these establishments, and to show that their prosperity continues undiminished, even in the present depressed and disorganised state of monetary affairs.

For a review of this kind, we are furnished with abundant data in the reports presented to the various proprietors at the yearly and half-yearly meetings which have occurred within the last two or three weeks—reports which, with scarcely an exception, convey the satisfactory intelligence of handsome profits and increasing business. So completely, indeed, does the banking business appear to be turning into this new channel, and so beneficial are the results to all parties, that we may reasonably believe the time to be fast approaching when private and corporate banks shall alike be merged in it, and Joint-Stock Banks shall alone be in existence. Such appears, at the present moment, to be the natural course of events; and time, continued good management, and union among the parties, are alone wanting, to produce such a result as we have anticipated.

From the great wealth and commercial activity of the midland and northern counties, and the extent to which banking operations are there carried on, we naturally turn first to them, and examine the results which they afford. At the late meeting of the Birmingham and Midland Bank, the dividend was increased from six to eight per cent., although a sum nearly equivalent to a half-year's profit was carried to the guarantee fund. The neighbouring establishment of the Stourbridge and Kidderminster Banking Company was enabled to declare a dividend of ten per cent. upon its augmented capital, at its last annual meeting, while the Cheltenham and Gloucestershire Bank, after declaring a dividend of the same amount, has carried 6000*l.* to its surplus fund during the last twelve months. The Liverpool Borough Bank has paid no less than ten per cent. on its paid-up capital, and continues in an equally prosperous state; and the Nottinghamshire Banking Company is also most flourishing, as indicated by a profit of eight per cent. per annum on the paid-up capital, and a sufficient augmentation of the reserve fund. The Monmouth and Glamorgan Bank, located in the great iron district of South Wales, presented equally satisfactory results to the late annual meeting of proprietors. It was stated by the chairman, that this company has, in the short space of three years, accumulated out of the surplus profits a reserve fund of nearly 16,000*l.*, after paying half-yearly dividends of ten per cent. on the capital, and making various large payments for buildings, purchase of banks, and other expenses.

The results afforded by the Joint-Stock Banks of the North of England are no less encouraging than those which have just been quoted, and show most forcibly the successful operation of these establishments in that wealthy and enterprising portion of the kingdom. The Yorkshire District Bank, at its late half-yearly general meeting, was enabled to raise the half-yearly dividend from seven to eight per cent.; this bank had made a profit during the year amounting to little less than 60,000*l.*, and, after the payment of its dividend, added above 15,000*l.* to its reserve fund. The Huddersfield Banking Company has just declared a dividend of no less than twelve and a half per cent., and after this large division of profit, added liberally to its surplus fund, now amounting to above 37,000*l.* The Leeds and West Riding Banking Company has just divided ten per cent. upon its capital, leaving a fair proportion of unappropriated profits. In the rich and flourishing town of Newcastle the success of the Joint Stock Banks has been decided, as is shown by the proceedings of the late meetings of the shareholders, and the profits declared at them. The Joint-Stock Banking Company of Newcastle-upon-Tyne, at its first half-yearly meeting, exhibited a sound and prosperous state of affairs, the net profits for the half-year having amounted to eleven and a half per cent. on the paid-up capital, thus enabling a dividend of eight per cent. per annum to be declared at the very onset. The North of England Banking Company has even exceeded this result, having shown a net profit of fifteen per cent. per annum at its first half-yearly meeting; and the Carlisle and Cumberland Bank goes on steadily, realising a profit of about ten per cent. Even the Northern and Central Bank appears likely to retrieve its affairs, and to continue its business, upon a modified plan, with advantage to the shareholders.

The preceding brief review of the results reported during the last two or three weeks to the usual periodical meetings of the proprietors, demonstrates the capabilities of Joint-Stock Banks in a manner more convincing than argument; it requires no comment or explanation to make the successful operations of these establishments intelligible, nor can there be any fallacy in results which declare themselves in language so plain and self-evident. We consider that the continued success of these establishments is alike honourable to the management, satisfactory to the shareholders, and beneficial to the public, while, at the same time, it indicates a wide, if not a universal, extension of the principles upon which they are founded.

We observe with pleasure the satisfactory progress of the works upon the Birmingham and Gloucester Railway, as stated in the report of the directors to the late meeting of the proprietors, held at the former of these towns—a report of which appeared in our last Number. It appears that the portion of the line between Cheltenham and Bromsgrove will be opened to the public in the early part of next year, while the arrangements for the supply of locomotive power, carriages, &c., are in a forward state, so that, we trust, returns may be looked for at an early period to assist the construction of the more difficult part of the works between Bromsgrove and Birmingham. The propriety of allowing interest on the amount paid up on calls underwent much discussion at this meeting, a considerable number of proprietors appearing in favour of the proposition, which, however, was ultimately negatived. This determination was, we conceive, a very proper one; no real benefit or returns can be derived except from *bona fide* profits, and if obtained otherwise the advantage is fallacious and delusive. Strong measures were resolved upon by the meeting to enforce the payment of arrears of calls—a measure which had, in fact, become necessary, in justice to those shareholders who had paid up their calls with punctuality—but from the satisfactory and advanced state of the works, and the great promise of this undertaking when completed, we should hope these will hardly be necessary. As regards the probable amount of traffic, the line bids fair to be an excellent one, while in cheapness of construction, it promises to stand almost unrivalled.

Our neighbours north of the Tweed are, as we have before had occasion to observe, making good progress in railway construction, although somewhat more cautious than ourselves in commencing these bold and costly undertakings. The partial opening of the Glasgow and Ayr Railway, from Ayr to Irvine, has been attended with great success—the trains being crowded with passengers eager to enjoy this new mode of locomotion. Even Ireland is getting on, and we are pleased to hear good accounts of the progress and working of the Ulster Railway, of which a portion will soon be opened to the public.

THE FUNDS.

CITY, FRIDAY EVENING.

The funding of the 4,000,000l. of Exchequer Bills was completed this afternoon. The last subscription was in a sum of 4000l. by Mr. Ricardo. Consols closed at 91½ for money, and 91½ for account. Bank Stock 184 185; India Stock 246 247; Exchequer Bills 17 19 pm. Dutch Two-and-a-Half per Cents 53½ 54½; the Five per Cents 102½ 103½. Belgian 102½ 103½. Danish 75 76. Spanish Actives, with the May Coupons, 20½ 20½. Portuguese Five per Cents 28½ 28½; the Three per Cents 18½ 19. Brazilian 77½ 78½. Mexican 27½ 28½. Colombian 31½ 31½.

London and Birmingham Railway Shares 52 54 pm.; quarter shares 16½ 17½ pm.; Great Western 1 2 pm.; the half shares 1½ 2½ pm.; Blackwall 2 1½ dis.; Brighton 12½ 12½ dis.; Eastern Counties 19 9½ dis.; Croydon 10½ 11½ per share.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92½; Three-and-a-Half per Cent. Reduced, 99½; Long Annuities, 14½; Consols for Account, 91½; Exchequer Bills, 17 19 pm.; East India Bonds, — premium; Dutch Five per Cents, 102½ 103½; Ditto Two-and-a-Half per Cents, 53½ 54½; Portuguese Five per Cents 28½ 9; Ditto Three per Cents, 18½ 19½.—Railways:—Brighton, 12½ dis.; Great Western, 1 2 premium; London and Birmingham, 52 54 pm.; New, 16½ 17½ premium; London and South-Western, 43 44 per share.

REDUTH, AUG. 22.—Average standard, 101½. 17s. 0d.—Average produce, 8½.—Average price, 5½. 10s. 6d.—Quantity of ore, 3343.—Quantity of fine copper, 270 tons 16 cwt.—Amount of money, 18,392l. 1s. 6d.—Average standard of last sale, 103½. 5s.—Produce, 8½.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM MAY 28 TO AUGUST 20, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation £17,969,000	Securities £25,588,000
Deposits 8,629,000	Bullion 3,365,000
£26,598,000	£28,953,000

Downing-street, August 22.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, is as follows:—Gold bars to Hamburg, 1000 oz. Gold coin to Hamburg, 500 oz. Silver coin to Hamburg, 100,000 oz.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 23½ 17s. 6d.; Coventry Union, 8½ 15s.; Dudley and West Bromwich, 13½ 15s.; Manchester and Liverpool District, 11½ 15s.; National Provincial, 35½; Walsall and South Staffordshire, 7½ 17s. 6d.; London and Birmingham Railway (quarter shares), 22½; Gt. Western 66½; ditto (half shares), 6½ 5s.; Birmingham and Gloucester, 26½; Leeds and Manchester, 58½; London and Croydon, 11½ 5s.; Bristol and Exeter, 11½; Cheltenham and Great Western, 6½ 10s.; London & Greenwich, 13½ 15s.; London and Brighton, 9½ 17s. 6d.; Warwick and Birmingham Canal, 27½; Birmingham and Staffordshire Gas, 73½ 10s.; Birmingham District Fire Assurance, 2½.—Midland Counties Herald.

PRICES OF SHARES AT LIVERPOOL.—Grand Junction Railway, 198½; Eastern Counties, 6½ 2s. 6d.; Great Western (new), 6½ 10s.; London and Birmingham, 142½; new shares, 24½ 5s.; London and Brighton, 9½ 10s.; Manchester & Birmingham, 11½ 10s.; North Midland, 7½ 15s.; Commercial Bank of Liverpool, 18½ 5s.; Commercial Bank of England, 4½ 11s. 6d.—Gore's Liverpool Advertiser.

BRITISH ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE.

Notwithstanding very few notifications have been made public respecting the provisional proceedings of the general committee in Birmingham, for making arrangements for the ensuing meeting, they have gone on silently but efficiently. The programme arranged by the local committee announced the reception and election of members to take place at a large room, in King Edward's School, on Thursday. The general committee holds its first meeting this day (Saturday), at one o'clock, in the library of King Edward's School, and it will meet afterwards by adjournment. On Thursday, at 3 p.m., it will meet to determine the place which the association will visit next year, and appoint officers for that meeting. The sections will assemble for the reading and discussion of reports, and other communications, on Monday, at 11 p.m., and afterwards on every day of the week (Saturday excepted), according to the following arrangements:—

SECTION A.—Mathematics and Physics—King Edward's School, New-st. Cannon street.

SECTION B.—Chemistry and Mineralogy—Copper Company's Room, Cannon street.

SECTION C.—Geology and Physical Geography—Philosophical Institution, Cannon street.

SECTION D.—Zoology and Botany—Athenaeum, Temple street.

SECTION E.—Medical Science—Medical School, Paradise street.

SECTION F.—Statistics—Billiard Rooms, adjoining the News Room.

The committees of these sections will meet every morning at ten o'clock, in rooms adjacent to these places. On Monday evening the first general meeting will be held at the Town Hall, which has been fitted up to accommodate 3000 persons, when the president elect, the Rev. W. V. Harcourt, will take the chair. On Tuesday and Friday evenings, the Town Hall will be open for friendly and social conversation, and the Wednesday and Thursday evenings are left for the determination of the general committee. The concluding general meeting will take place when the proceedings of the committee, and the grounds of the several grants of money sanctioned by them will be explained. A general ordinary will be provided only on Thursday, at the Town Hall, at half-past five; but dinners and breakfasts are to be provided daily at four of the principal hotels, on moderate terms. There are many decided improvements in these arrangements, particularly in dispensing with the dinners, fetes, balls, and other public celebrations which have hitherto greeted the members of the association in their erratic visits, and which have exposed them to censure. The evening meetings will also be characterised by greater interest, from their being devoted to explain the progress of the practical purposes of the association, before other matters, which have dispersed previous crowded and unsatisfactory assemblages at an early hour. The model room will also be very rich in specimens, and great exertions are being made to render it a very prominent object of attraction. It will be particularly characterised by complete illustrations of processes of the more refined arts of Birmingham, from their elementary substances to the most finished state of completion; and many of the manufacturers will relax from their usual stringency, and throw their workshops and laboratories open to the public, of which a considerable list has already been sent in. Excursions to Dudley and other mining districts are amongst the arrangements for the next week.

Although the number of local members is at present discouraging, the list of subscriptions to the reception fund, for contingent expenses, has been well filled up, the total sum exceeding 1800l. Amongst those who have liberally come forward, and whose attendance at the meeting is promised, are Lord Dartmouth, one of the vice-presidents; Lords Calthorpe, Ward, Lytton, Lifford, and Leigh; Sirs Oswald Mosley, C. Throckmorton, E. C. Hartopp, F. Lawley, and C. Mordaunt; the Dean of Lichfield, the Recorder of the town, with many of the heads of public establishments. The attendance of scientific men, the principal supporters of the association, is expected to be considerable, and the Marquis of Northampton has taken a house in the town for his accommodation. The arrangements for the places of meeting are well made, as the whole of the sectional rooms are comprised in a small circle. The heads of the public bodies in this town made an application for this visit four years since, but delayed pressing it until the completion of the railways should afford greater facility for the communication with London and the other great towns of the north. This having been realised, it is to be hoped that the wishes of the ardent supporters of the association will not be disappointed.

KEITH CONSOLIDATED MINING COMPANY.—We are glad to find that this company, whose affairs have been brought to an amicable adjustment, has altered the nature of its constitution, and is now fairly before the public as a joint-stock company, under most respectable management. We are informed that all the old debts of the mines have recently been liquidated, and that the workings are progressing in the most favourable manner.—West Briton.

PROCEEDINGS OF PUBLIC COMPANIES.

NORTHERN AND EASTERN RAILWAY.

The half-yearly general meeting of the shareholders in this company was held at the offices, 61, Moorgate-street, on Tuesday, the 20th inst. H. G. WARD, Esq., M.P., in the chair.

The CHAIRMAN announced that Mr. Rowcroft, the late secretary, had resigned; that he was, however, expected at the meeting, as he held ten proxies, and he was fearful, from the present thin appearance of the room, that unless he was present they should not be able to make a legal meeting; they had more than a sufficient number of shares represented, but the Act required the number of shareholders should be at least thirty to constitute a meeting, which number, he was sorry to say, were not yet present; they could, however, go on with the preliminary business, and he was most happy to meet the shareholders under present circumstances, which, he considered, held out greater prospects of success than at any time since the company's establishment; there was no necessity for him to enter into any particulars, as the directors' report would embrace every point for the information of the shareholders; he would just mention that a change had taken place in the direction of the company, which he hoped, and, indeed, had no doubt, would be highly conducive to its interests; he begged to inform the meeting that he had resigned his situation as chairman; that a gentleman had succeeded him, whose name he was sure he need only mention to insure the sanction of the shareholders—Mr. Crawshaw; that a considerable addition in number had been made to the body of directors, and he felt satisfied that, if supported by the shareholders, the concern would be carried out in the best manner, and to the advantage of all concerned.

A sufficient number of shareholders being now announced as present, the directors' report was read, which gave a detailed account of the present proceedings of the company, stating that it is not intended to go on with the line beyond Bishop's Stortford, under the powers granted them by their Act of Parliament, but a petition would be presented to the Queen, praying the appointment of a commission to ascertain the best line of road to the north, without interfering with any of the lines now in existence; that the line from Shoreditch to Broxbourne, in Hertfordshire, was in a very advanced state, and it was fully expected it would be open to the public to that place early in 1840, and through to Bishop's Stortford in 1841; that the gradients, and the level nature of the land to go through, were so favourable, that it would perhaps be the cheapest line of railroad yet accomplished, and, as it proceeded through a populous country, there was not the slightest doubt of the profit which would result to the shareholders; that Mr. Walker, the engineer, was no longer in the service of the company, and that Mr. Robert Stephenson had been appointed in his place; and that, upon the whole, the directors felt assured the concern was looking more prosperous than at any former period.

It was then proposed by Mr. WARD, and seconded by Mr. NASH—"That the report be adopted, printed, and circulated among the shareholders," which was carried unanimously.

The CHAIRMAN begged to remark, that though the meeting had come to the resolution as to printing the report, the directors thought it would be best, and he trusted the meeting would sanction the delay, to wait a few days, as Mr. Stephenson was about drawing up a general report on the works, and thus, when completed, they could be printed and circulated together; this appeared to have the concurrence of the meeting.

The CHAIRMAN stated the next thing to bring before them was relative to the 1800 shares which had never been appropriated, and the directors now asked for the power of appropriating such number of shares, at such times and in such manner as they might see fit, for the best interests of the company; and, on the motion of Mr. KENNARD, seconded by Mr. WILLIAMS, a motion to that effect was carried unanimously.

It was moved by Mr. RHODES, seconded by Mr. J. P. NASH, and carried unanimously—"That, with regard to all shares which are now, or may become forfeited, it shall be in the power of the directors to sell or dispose of such shares, in the best and most equitable manner."

Messrs. Marshall, Rhodes, and Ward, three directors going out by rotation, it was moved by Mr. BARBER, seconded by Mr. THOMAS, and carried unanimously—"That they be severally re-elected."

The CHAIRMAN having informed the meeting that the whole of the business was now over,

Mr. DOWNES said, as the report was, he believed, generally satisfactory to the shareholders, and as the present situation of the concern evinced the zeal and ability with which the directors fulfilled the duties of the trust reposed in them, he begged to propose the thanks of the meeting to the chairman and directors, for their attention to the interests of the company, which was seconded by Mr. WILLIAMS, and carried unanimously.—The CHAIRMAN briefly returned thanks, and the meeting separated.

LONDON AND CROYDON RAILWAY.

A special general meeting of the shareholders in this undertaking took place at the London Tavern, on Thursday, the 22d inst.

JOHN MOXON, Esq., in the chair.

The SECRETARY read the advertisement convening the meeting, and was proceeding to read the report of Mr. Gibbs, the engineer, when

A PROPRIETOR rose and said that, previous to any official business being gone into, he wished to ask the directors if they had the report which was presented to the meeting of shareholders on the 27th July last?

The SECRETARY answered in the affirmative, but the motive for which such question was asked was not made known, as the gentleman who asked the question seemed to take no further notice of it.

Another PROPRIETOR asked why the circulars requesting the proxies of parties who could not attend, should have been issued to the country proprietors four days before those to the proprietors resident in London?

The CHAIRMAN said he thought it must be evident to every gentleman in the room, that if what the honourable proprietor had stated was the fact (of which he was not aware), that nothing could have been intended on the part of the directors. They wished on this occasion to see a large majority of the shareholders present, and were happy to see it so handsomely responded to (there were between 150 and 200 gentlemen present), but as to any difference being made between London and country proprietors, they had not made the slightest distinction.

A GENTLEMAN here stated, that he had heard it was to prevent the proxies falling into improper hands.

A considerable length of time was taken up by a useless and desultory conversation, principally by a small party of shareholders in the centre of the room, who evidently endeavoured to embarrass rather than bring the business to a clear understanding, when Mr. EX-SHERIFF SALOMONS rose and said he had but just entered the room (quarter to two), and he was astonished to find that no business was going on; he was quite aware of the feeling generally among the shareholders as to the conduct of the directors, but he was not prepared to find the valuable time of the meeting taken up by conversation among individual proprietors, which could elicit nothing for the benefit of the company, and which he considered highly objectionable; he thought, as it was usual always to commence business with a motion, the best plan would be to allow the report of the engineer and directors to be read, and, on the motion, "that they be adopted," an opportunity would be presented for making any observations which gentlemen might think necessary on the occasion.

The CHAIRMAN said, the directors were fully prepared to enter into a defence of every part of their conduct, and to satisfy the proprietary that they had used their most strenuous efforts to carry on the business of the Croydon Railway to the interest of the proprietors at large; they (the directors) were large shareholders, and it of course was to their own individual interest to endeavour so to do in the most economical manner; the time of the meeting was, however, valuable, and he should propose that the secretary be allowed to read the report of Mr. Gibbs, the engineer, and that of the directors.

The SECRETARY then read Mr. Gibbs's report, which explained very fully the past operations and present situation of the railway; the expenses were being continually diminished, as would be seen by the fact that the number of men had been reduced, up to the 19th July last, to 297, and in another month they would be further reduced to about 120. The excess of expenditure over the estimates had been occasioned by the slipping of the earth on the sides of the cuttings, and the sinking of the embankments, some part of which had sunk three feet, and had, of course, to be continually kept up by ballasting, until they were in a safe and permanent state. The Forest-hill works in particular had occasioned an expenditure in some greater than any other part of the line—the treacherous nature of the soil (which no engineer could guard against),

and the general difficulty attendant on that part of the line, formed a large portion of the excess—but upon the general estimation of the line, the Croydon Railway would, in the end, be found to be more complete and efficient in all its details, more lasting and substantial, and requiring less repairs than any other railway yet completed; and it appeared from this report, that of the 77,343l. 2s. 2d. excess of expenditure over estimates, 21,000l. was accounted for by orders of the directors for land tax, locomotive engines, waggons, &c., to meet the increased traffic on the road, and the remaining 56,343l. 2s. 2d. was left to be explained by the engineer, who was not present.

A SHAREHOLDER asked why the engineer was not present, and if the chairman would have the kindness to give any explanation on the subject?

The CHAIRMAN said, he had been written to yesterday, informing him of the meeting, and requesting his attendance.

About six or seven individuals here called out—"You have kept him away to prevent him giving us any explanation."

The CHAIRMAN said, though the engineer was not present, there was an account on the table, made out by him, giving the various items of the excess, and explaining every point which the shareholders could desire; and he trusted they would hear read the report of the directors, after which any observations might be made, and any questions asked; and he assured the meeting that the directors would be most happy to give every explanation in their power.

The report of the directors was then read, which entered into a detailed statement of the position of the works during the seventy-eight days that the railroad had been open to the public. The number of passengers on the line had been 141,677, producing 8264l. 5s. 2d.; that the increase in the expenses which had taken place, it was totally impossible to have guarded against; and to meet the demand upon the shareholders, the directors recommended the issue of 5334 shares, on terms which would be brought forward at the half-yearly general meeting in September; and as the money market was at present in so unfavourable a state, they recommended the shareholders to give them the power to borrow the amount required on mortgage of the property which they held on the line. It also explained the transaction of the redemption of the land tax on the whole line, the amount of which was 4400l. (or about twenty-nine years' purchase, something like 150l. per annum).

After the reading of the directors' report, a very long and desultory conversation took place, which lasted about an hour, when

Mr. EX-SHERIFF SALOMONS said, that it was his object to elicit the truth; that he had come into the room without the slightest intention of saying one word, or taking any part in the proceedings, but having now stepped forward, he would never suffer the thing to rest until he had probed the concerns of the company to the bottom, and as he was sure there was something wrong somewhere, he would endeavour to find it out. In reply to some gentleman, who complained of time being wasted, he said, he thought a day could not be better spent than in investigating a case of this kind, in which it was quite evident that, though he should be sorry to charge the directors (who were all personal friends of his, and who he believed to be men of the highest integrity) with anything wrong, it was quite certain there was wrong somewhere, and for the information of the proprietors generally, he thought it highly requisite that questions asked by the meeting should be clearly answered before they came to any resolution.

A very long and (perhaps to make use of the least objectionable terms we can) unintelligible and noisy conversation here took place, which lasted a considerable time.

The CHAIRMAN, finding the feeling of the meeting against him as to the adoption of the report, moved—"That the reports be received and printed, and a copy sent to every shareholder," which motion was carried unanimously. He then moved the resolution relative to the issue of 5334 shares, for the purpose of paying the excess of expenditure already mentioned, giving them the power to prepare the details for the half-yearly meeting in September, of the terms on which such shares should be issued.

Mr. BOUND rose to propose a motion to the following effect—"That, in consequence of repeated excesses over estimates (without casting any imputation on the honour or integrity of the directors), it is necessary that an appeal be made to the shareholders, to consider if any, and what change should be made in the direction of the company."—Considerable discussion here again took place as to order of motions, the general proceedings at public meetings, &c.

Mr. CAPEL, as chairman of a committee of inspection which had been appointed at a former meeting of proprietors, rose to state that the committee, in pursuance of the duties imposed upon them, had investigated the accounts, but that during such investigation they were obliged to state that the accounts, in their opinion, were not kept in that complete and business-like manner which, in a concern of this importance, they ought to be; and that, though they had met with every courtesy and assistance from the chairman and directors, in the prosecution of the inquiries directed by the shareholders, they felt it to be their duty to resign their trust into the hands of the meeting, as the directors considered the way in which the accounts were kept was the best that could be adopted, and were, in every respect, all that the Act of Parliament required, while the committee decidedly differed with them, and thought a much better system might be adopted.

Captain PAGE here read a report from himself to the committee, in which he stated that, having been deputed to investigate the accounts, he had endeavoured to do so, and though he had met with every assistance from the directors and secretary, he found the accounts in a very imperfect state; the general objection seemed to be, that they were not sufficiently detailed, and that the directors, instead of having a complete control over the engineer's accounts, seemed to be dependent upon him for every information which might be required.

After considerable squabbling, as to priority of motions, &c. &c., Mr. BOUND succeeded in putting his motion, as above, from the chair, which was seconded by Mr. TUDOR, and on the show of hands there were eighteen for the motion, and eight against it; while the number of proprietors in the room at the time must have been considerably above 100. The motion was declared to be carried.

Mr. LIDDIARD, a director, rose, and said he had one observation to make, and would not long detain the meeting; he wished to allude to some charges which had been brought against the directors of this company at a former period (and he believed the individual was now in the room). On that occasion, Mr. Tudor (who he was sorry to find the second of the last motion, and who ought to have been the last man in the world to take such a step), who had thoroughly investigated the charges, had acknowledged that every one had fallen to the ground unshaken, and had left the directors free from blame; he merely mentioned this to show the feeling under which the present opposition was supported.

Mr. TUDOR said, he was not the party who brought the charges forward. Mr. LIDDIARD said, he had supported them, and afterwards acknowledged that they were groundless.

The CHAIRMAN said, that, as the proprietary present at this meeting, though they had by the wording of the resolution exonerated them from any imputation on their honour and integrity (perhaps considering that it was only on their intelligence and industry), had, by the resolution passed, expressed themselves as considering the directors unfit longer to hold office; he would undertake to say for himself and brother directors, that at the half-yearly meeting in the early part of next month, if supported by anything like a respectable portion of the shareholders (namely, a majority), they should most willingly bow to the decision of the proprietary, in the mean time, it would be highly desirable that the power to arrange the manner in which the 5334 shares shall be issued, should be given the directors, in order that they may lay the plan before the half-yearly general meeting in September next. In the absence of this power, and under present circumstances, he thought perhaps it was likely they should not feel themselves authorised to take any steps to mature that measure previous to the meeting, and such neglect he should consider highly detrimental to the company.

A resolution was then proposed, seconded, and carried unanimously, to the effect—"That the directors be empowered to arrange matters for the issue of 5334 new shares, making the total number of shares 32,000, and thus enable them to lay such plans and arrangements before the half-yearly meeting in September next."

A vote of thanks was then given to the committee of investigation for the strict attention they had paid to the inquiries entrusted to them.

A resolution, expressive of the thanks of the meeting for the kind and

impartial manner in which the chairman had gone through the business of the day, was proposed, seconded, and carried unanimously, after which the meeting separated.

LIVERPOOL AND MANCHESTER FISH COMPANY.

An adjourned meeting of the shareholders in this company was held on Friday, the 16th inst., at the Clarendon-rooms, Liverpool, for the purpose of submitting a statement of the affairs of the company to the meeting.

JAMES OWEN, Esq., in the chair.

It appeared from the statement that this company was established in September, 1836, during the prevalence of the joint-stock mania, and continued in operation for about three months. The number of shares issued amounted to about 12,000, of which upwards of 4000 were taken up. On the remaining 8000 a deposit of 1s. per share was paid, but the first call was not paid on them. The first call produced 4150l. The company had hired six boats at the expense of 70l. per month, and they purchased a warehouse in St. James-street, the value of which was estimated by two surveyors to be 7000l. During the time that the company was in operation, there was a loss of 2000l. on the fish, and a further loss of 2000l. has resulted from the sale of the warehouse. The warehouse has been sold to the Birkenhead and Chester Railway Company, and will be paid for in November next, the price being 2000l. less than that paid by the fish company. The total debt of the company amounts to 7973l. (less the amount of the purchase-money for the warehouse), and it has been ascertained that one-half of the shareholders are unknown or incapable of paying, and that it will consequently require a call of 1l. per share, to liquidate the liabilities of the company, in the shape of law charges, interest, &c. The directors of the Albion Bank (two of whom, Mr. James Spence and Mr. Sanderson, are also directors of the fish company) had been pressing for payment of the debt due to them. Messrs. Christian, the attorneys, Mr. Pratt, the accountant, and the Albion Bank are the only creditors. Applications had already been made to the shareholders for payment of the second call of 1l., and it had been answered to the extent of between 900l. and 1000l. The 400l. which had been collected in the shape of one shilling deposits on the 8000 shares, had, with the exception of 128l. 16s. 3d., been appropriated by the provisional committee, who had divided it amongst themselves. Mr. Pratt, the accountant received 100l., Mr. Peake 100l., and Mr. Pearson 100l.

A desultory conversation took place, the result of which was a pretty general determination that it would be better to pay the second call, so that the affairs of the company might be wound up.

Mr. JAMES SPENCE said that if this were done, he would pledge himself that the accounts should be drawn up, and a fair and legitimate statement made; and then, if there was any surplus, it should be fairly divided amongst the shareholders who paid the call.

A resolution was then passed, which declared that, in the opinion of the meeting, the second call of 1l. per share should be paid into the Albion Bank forthwith, and that the directors should be requested to send a copy of the report of the directors, presented at the last meeting, to each shareholder, accompanied with the resolution then passed.

NORTH AND SOUTH WALES BANK.

The third annual general meeting of this bank was held, on Friday, 16th inst., at the Clarendon-rooms, Liverpool, when the report of the directors was read to the proprietors, from which it appeared that the net profits upon the business of the bank for the year ending 30th June, 1839, were 21,240l. 2s. 9d., which enabled them to declare a dividend of 7 per cent. on the year, and apply 5,110l. in augmentation of the reserved fund, and stated that every branch of the bank was paying a handsome profit. The expense of the new building in Derby-square would not exceed 12,000l., including cost of land; and the directors, from the numerous applications which have been already made for offices, had every right to expect, that, when completed, they would sit rent free. It was stated by the manager, that the bank had not, and never had, any transactions with the Phoenix Bank, and that, owing to the arrangement of its management, it was almost impossible that any defalcation could take place in any of its officers without instantaneous detection, and that every officer had given heavy securities to the bank. The directors had personally inspected the accounts, and had actually counted the cash and bills in the possession of the several branches, and had found all correct. This they did to satisfy the proprietors of the correctness of the bank's proceedings. The branches were all doing a very healthy and profitable business, and, notwithstanding the severe pressure and unsettled state of monetary affairs, the position and prospects of the bank were very satisfactory. The two retiring officers were unanimously re-elected.

A vote of thanks to the directors and general manager, for their indefatigable attention, was carried unanimously, and the meeting separated, highly gratified with the result of the proceedings.

NEWCASTLE BANKING COMPANY.

A meeting was held on Tuesday, the 20th inst., attended by a great number of proprietors, at which a most favourable report was produced. The net profits of the bank for the last half-year amounted to 114 per cent. per annum on the paid-up capital, and the premiums received at the sale of shares during the same period amounted to 2 per cent. more, making together upwards of 131 per cent., out of which 8 per cent. was agreed to be divided, and the surplus carried to the reserved fund.

CUMBERLAND UNION BANK.

The annual meeting of this bank was held at the Green Dragon, Workington, on Tuesday, the 13th inst., when a dividend of 15l. per cent. upon the paid-up capital was declared, and the remaining surplus of the profits of the year, amounting to 2439l. 17s. 10d., was carried to the guarantee fund, which now amounts to 23,367l. 15s. 8d.—making the capital of the company, 43,367l. 15s. 8d. The dividend will be paid on the 2d September.

LINCOLN AND LINDSEY BANKING COMPANY.

At the annual meeting of this company, held in the Guildhall, Lincoln, R. MASON, Esq., in the chair.

A favourable report was presented, and a dividend of 10 per cent. upon the subscribed capital declared, which amounts to 34,800l. In addition to the recent purchase of the eligible premises now occupied as the head bank in Lincoln, the directors have purchased a house in the market-place, Louth, to be formed and fitted up as a bank for that branch, being only yearly tenants in the one which they at present occupy.

SUNDERLAND JOINT-STOCK BANK.

The half-yearly meeting of this company was held at Kay's Hotel, on Tuesday, the 13th inst.

ANDREW WHITE, Esq., M.P., in the chair.

A dividend at the rate of 10l. per cent. per annum was ordered to be paid to the shareholders, and a balance of profits carried to the credit of the guarantee fund. A full report was read, with which the shareholders expressed themselves highly satisfied. Thanks were very cordially voted to the various officers, through whose excellent management the bank has attained its present flourishing condition.

NORTH AND SOUTH WALES BANK.—The directors of this bank issued a circular to their customers in Liverpool, on Monday morning, in which they announced their intention to refuse to receive any bills deposited with them for which no cash or bank of England notes were given. This alternative they have been compelled to adopt in consequence of the determination of the Bank of England to refuse to receive all paper which may happen to pass through the hands of a bank issuing its own, as does the bank which the circular to which we have referred has been published.

CONSEQUENCES OF SERIE "ASSOCIATIONS."—On Friday, August the 9th, at the Town Police office, Mr. Henry Tribe, prosecutor, secretary to the Great Western Railway, West Tisbury, South Devon, British Silver-Land Mining Company, &c., &c., was charged with an assault upon Philip VYNN, Robinson, Esq., of Nantol, a county magistrate. It will be remembered that Mr. Robinson was examined at great length in the action for libel, "The Times v. English," and in that examination he gave offence to Mr. Henry Tribe, who revenged himself on Wednesday by assaulting and kicking the complainant on the hip, while the latter was standing near Poore's Hotel. The Bench fined the defendant 50l., which was immediately paid.—If not driven.

MINING CORRESPONDENCE.

ENGLISH MINES.

TAMAR SILVER-LEAD MINING COMPANY.

August 19.—Going north, at the 145 fathom level, the lode is nine inches high, yielding silver-lead ore; and going south, at the same level, the lode is nearly two feet wide, producing stones of ore. In the south end, at the 115 fathom level, the lode has become a little ore, and is about eight inches in width. Going south, at the 105 fathom level, the lode is looking better than when I last reported, and I trust the improvement will continue. The men in the rise, in the back of the sixty-five fathom level, have holed the ground, and they have now re-commenced the driving of that end south; the lode is about a foot and a half high, and is good saving work. In the eighty-five end, going south, we have an improvement; the lode is a foot and a half in width, and yielding some good work. In the south end, at the seventy-five fathom level, the lode is a foot high, producing some good ore work. We have sampled to-day two parcels of silver-lead ore—No. 1, computed forty-five tons; No. 2, computed five and a half tons, for sale on Wednesday, the 28th inst., at 21 cwt. dry ore, deliverable free on board, at the wharf here, freight being procured by the purchasers. MARK JAMES.

POLBURN MINING COMPANY.

August 17.—We have not yet cut Dorcas's lode at the thirty-two fathom level; the ground, however, is much altered in favour of the lode, and we expect every foot or two to meet with the object. We have a promising level going west at the twenty-two, on Dorcas's lode; it is from eight inches to a foot wide, producing rich work for tin. At the same level, going east, we are driving still through a great cross-course, which we had to be from two to three fathoms wide, and of course will leave the lode, we expect, some distance out of its regular course; the strata looks very promising in that neighbourhood for the lode, where found to be productive. At the twelve fathom level the lode is small, but rich; the bottom stopping behind this end, noticed in my last report to be rich, is still holding a good course of tin. Our tribute ground, generally speaking, is turning out as well as it has been for some time. On the whole, our prospects are looking favourable, and for our two months return of tin I think we shall get fifteen tons. R. ROWE.

TINCROFT MINING COMPANY.

August 14.—I beg to say, by way of report, that the lode in engine-shaft continues much the same as usual—a real good one, and as likely to continue as when we first cut it. The 142 west is not quite so good as when I wrote last, but still we have a good lode in the bottom of the end. The 132 west, being intersected by a small cross-course, is in an unsettled state. The pitches in the back and bottom of this level are looking well for copper and tin. The 120 west is still producing fair quality tin stuff, with some copper ore. The lode in the 120 east is about four feet wide, two feet of which is good work for tin. The stopes in back of the 110 continue to produce excellent work for tin, with grey copper ores. The 100 fathom level end, which we have just now resumed driving, is yielding fair quality tin stuff, and very promising; this end is near being under the bunch of copper ore which we are just now driving through at the ninety, where we have a very good lode indeed. The eighty-one is yielding good work for tin, with some copper ore. The seventy-two also, immediately over the latter end, is yielding good work for copper ore. We have still a good lode in the winze sinking under the seventy-two, both for tin and copper ore. The fifty-eight end is still producing some tin stuff, but not rich. Our pitches (especially the copper ore ones), I am glad to say, are looking well. I expect we shall have from 160 to 170 tons of copper ore for our next sampling, and that of a better quality than our last. We shall have about the same quantity of tin this month as last—say seventeen or eighteen tons. W. PAUL.

ST. HILARY MINING COMPANY.

August 17.—The eighty fathom level west is extended seven fathoms from the engine-shaft; we have had a kindly lode the last five fathoms, and yesterday we cut a good lode, fifteen inches wide. I think there is every probability of this being a continuation of the ore ground we have had in the level above. In the eighty fathom level east we have extended twelve fathoms, through a very kindly lode, and during the past week we have broken rich stopes of yellow ore. In the seventy fathom level east the lode is twenty inches wide, producing two tons of ore per fathom, and quality improved. The seventy fathom level west is suspended; the men are put to rise against the winze in the bottom of the sixty fathom level. In the rise, back of the seventy fathom level west, the lode is eight inches wide, and good ore. In the winze, bottom of the sixty fathom level, sinking on the above rise, the lode is nine inches wide, and the ore of very good quality. We expect to communicate this winze next week, when we shall set two pitches at a moderate tribute. The pitches are in general improved. I think I never saw the mine looking more promising than at present. C. H. RICHARDS.

CORNBURIA MINING COMPANY.

Chiverton, August 20.—Our engine-shaft is nearly down to the fifty fathom level. Our forty fathom level west, on Chiverton lode, is looking well. We have a good lode in this level. Our thirty-two fathom level east, on south lode, is not as well as when I wrote you last. In the same level west we have lead in the bottom, but poor upwards. In the sixteen fathom level east, which is now driving on tribute, there is a good branch of lead. We have now dressed 44 tons; undressed 24 (broken underground 4).—Total, 72. JOHN BURLACE.

REDMOOR CONSOLIDATED MINING COMPANY.

August 19.—Johnson's Flat-rod engine-shaft is sunk six fathoms below the seventy fathom level; the lode in the shaft is about one foot high, producing some good work for silver-lead ores. In the north end, at the seventy fathom level, appearances are much as usual; the lode is from six to eight inches in width, saving work. In driving south, on the lead lode, and also on Johnson's tin and copper lode, at this level, the prospects are much as stated in former reports. The lode in the north end, at the sixty fathom level, is about six inches wide, yielding some rich stones of lead ore. In reference to the prospects of the pitches, some are presenting a favourable appearance, while others are not looking so well. At the north mine, in driving east on the course of the copper lode, at the twenty fathom level, since my last report the lode has greatly increased in size, being now from three to four feet in width, and its qualities are precisely of the same nature as stated in my last report; also, in extending west on the course of the lode, at this level, the appearance and size agree with that of the east; and, judging from the character of this lode on the back, and from its present appearance at this level, there is reason to believe the lode ultimately will be found profitable, if not at this level at a deeper one. We sampled on Friday, the 16th inst., two parcels of silver-lead ore, computed No. 1, 11 tons 17 cwt.; No. 2, 11 tons 1 cwt. 3 qrs. dry weight, and samples forwarded to the respective smelters. SAMUEL HARPUR.

PERRAN CONSOLIDATED MINING COMPANY.

August 17.—We have now completed the cutting of the eastern pit, putting in beams, fixing the same, altered our lifts, &c., and have sunk Winslow's engine-shaft about three feet since last report, which is now down two fathoms below the twenty-five fathom level, and the ground is very favourable for sinking. At the twenty-five fathom level going east, the lode, in driving the past six feet, has become from one foot to two and a half feet wide, accompanied with a soft strata; it is composed of spar, black-jack, muddle, and lead, with an abundance of water proceeding therefrom, which we consider a very favourable omen, and expect we are near the run of rich ground gone down in the bottom of the fifteen fathom level. In the fifteen fathom level east we have a large and promising lode, being four feet wide, two of which is a beautiful-looking soft gossan; the other part is a leader two feet wide, rich in jack, muddle, and lead—good work for the latter; the prospects here are also very encouraging. On Monday we shall sample thirty-six tons, viz.—No. 1, thirty tons; No. 2, six tons. To-day is our monthly settling, and, as well, pay for July. We have set the engine-shaft to sink two fathoms, at 24 per fathom, to eight men; the twenty-five fathom level, to drive east, at 24 per fathom, to eight men; the fifteen fathom level, to drive east, also at 24 per fathom, to six men; four pitches, tribute varying from 3l. 15s. per ton to 3l. R. ROWE.

ENGLISH MINING COMPANY.

Great St. George, August 23.—The two ends of the twenty fathom level are nearly complete, another work, we hope, will put a finish to this; the lode is about two feet wide, of capel, spar, muddle, and a very small quantity of ore. The last sampling being so large, the time of the tributaries was occupied much longer than usual in preparing for the same; the work done, therefore, up to this is considerably less than common; the change, consequently, in the tributaries ground is not very important; at Wharf Preamble no new feature has presented itself since the settling. For two weeks the water, I regret to say, has been unfurled, by means of the condensing work being out of repair. This, however, is now set in rights, but the hindrance will, of course, have its effect upon our next sampling. H. HUMPHRIES.

WEST WHEAL JEWEL MINING ASSOCIATION.

August 19.—At Buckingdon's shaft the men are getting on with their work with all expedition. The twenty fathom level east, on the main lode, the lode being holed, the men are driving south, and expecting to cut it daily. No alteration in the thirty fathom level west, on the south lode. The thirty fathom level west, on the middle lode, is eighteen inches wide, gossan, spar, prism, and spots of muddle. The forty-two east, on the south branch, the lode is one foot wide, composed of spar, prism, and black ore. The deep shaft, west of Williams's shaft, the lode is four and a half feet wide, spar, muddle, and spots of ore. Driving a level ten fathoms above the shaft, at Williams's, the lode is two and a half feet wide, gossan, prism, and black ore. STEPHEN LEAN.

GWINEAR MINING COMPANY.

August 17.—I have suspended the thirty fathom level east, the ground being hard, and the lode poor. In the twenty fathom level west there is good ground, with a branch of tin that will set on tribute. In the twenty fathom level east there is four men, and good ground, with some small branches of tin. We intend driving this level with all possible speed, under extensive old workings, thirty fathoms to the east of the new shaft. We shall sell the tin broken in July about the 28th inst., and I will state about the quantity in my next. C. H. RICHARDS.

TRELEIGH CONSOLS MINING COMPANY.

August 17.—You will be pleased to learn that our prospects of permanent returns are increased by the opening into a new lode, west of the flaccid, in the twenty fathom level at Christies, and the appearance of the old lode, in sinking the engine-shaft under the forty fathom level, is gradually improving; now producing excellent stones of ore, and I hope our next level will be a good one. Our next sampling will equal, if not exceed, the last; in fact, we are breaking more ore, and the pitches are looking excellent. W. SINCOCK.

HOLMBUSH MINING COMPANY.

August 19.—In driving west of the engine-shaft, at the 100 fathom level, we find the lode making larger and more favourable; it is sixteen inches wide, with ore throughout, and also accompanied on the north side with branches of from two to three inches wide, and of a superior quality for copper ore, which are fast concentrating with the lode, and may be anticipated, when in contact, to produce a favourable effect. In taking into consideration the present appearance of this lode, we think, before long, to report it as a rich course of ore. In the eighty fathom level, driving west of the engine-shaft, the lode is from six to nine inches wide, and at present not rich. In driving east of Snell's winze, at this level, the lode is still a good course of ore, and worth about five tons per fathom, at 8l. per fathom. In driving west, at the seventy fathom level, the lode still continues to improve; it is about eighteen inches wide, and worth four tons of ore per fathom, of good quality. In the sixty-two fathom level, driving both east and west of the engine-shaft, there is no alteration. The lode, in sinking below this level, west of the shaft, has much improved; at present two and a half feet wide, and worth about five tons per fathom. The lode in the stopes, at the back of the sixty-two fathom level, is still a rich course of ore, about same size and quality as reported, from two to two and a half feet wide, and worth seven tons per fathom. The lode in the stopes, at the back of the forty fathom level, is without alteration. In driving east of the engine-shaft, at the seventy fathom level, on Flap-jack lode, the lode has not as yet been taken down. The tribute pitches are, as usual, looking well. F. PHILLIPS.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Rio de Janeiro, June 14.—My accounts from Gongo are to the 4th inst., everything was proceeding quietly, and to that extent satisfactorily. The mine had, however, suddenly taken an unfavourable turn, and produce had been almost confined to the stamps; 3lb. 10oz. had been obtained on the 3d from the new north vein at Hocheder's. The total produce for the month of May amounts to 206 lbs. 3dwt. 18grs. Mr. Rooke arrived here on the 7th inst., and delivered to the agents 226 lbs. of gold dust, which have been shipped on board the *Penguin* packet, which is waiting for the arrival of the mail from Buenos Ayres.

June 22.—It is supposed that the prolonged discussion on the answer to the speech from the throne is drawing near to a close, and the question next in importance before the House is the interpretation of the article added to the constitution after it had been formed by Don Pedro I. and accepted by the nation, will not probably become the subject of such lengthened discussion. Should the event, however, prove otherwise, very little business of any kind will be attended to beyond the fixing the military and naval force, and the budget. G. V. DUVAL.

BRAZILIAN COMPANY.

Cata Branca, May 30.—Here all goes on satisfactorily, and we confidently look forward to the produce (good as it now is) increasing, as we shall be able to break more ground the moment we are down another sink, and which we are just about to commence.

June 4.—We yesterday again commenced sinking to work the stopes in order, so as to ensure a sufficient supply to keep the stamps. It is with much pleasure we can state that everything is going on satisfactorily.

June 9.—We regret to say our produce last week has fallen short; we have been breaking poorer ground, which you are fully aware must occasionally be the case to work the stopes in order, however, our present favourable appearances lead us to expect an improved return next week. We have pleasure in stating all is going on steadily. E. HARDING.

Gold return from 18th May to 7th June 89 0 4 16
" for the month of May 84 9 3 23

NATIONAL BRAZILIAN MINING ASSOCIATION.

Extract from the Commissioner's Letter.

Cocora, June 8.—In consequence of a conversation I had with Senhor Aguiar, one of the proprietors, whom I met casually at Senhor Jose Feliciano's last week, I requested the favour of his sending here the person who directed his operations while working upon the veins which yielded so much gold at the Alto da Cruz, and from which he assures me, that with twenty-four persons, inclusive of all employed, he has taken 5½ lbs. of gold in a day. He was here yesterday and the day before, and Captain Treloar will explain the result of the information he received from him.

Extract from Captain Treloar's report.

June 9.—The section over Aguiar's veins is not yet made, which is owing to Capt. Aguiar not having arrived here to furnish us with the information we required so soon as you expected. He was here on the 6th instant, together with a man of the name of Lucas, who was formerly a slave to him, and was freed by Captain Aguiar out of gratitude for the very correct and able manner in which he worked his veins. This man is an intelligent black, and has given me a clearer statement of the mines about the Alto da Cruz (see general plan, section 19) than any other individual I have met with. I shall accompany you to Cuiaba on Monday, but I shall not stop to take any measurements there on this visit, as I shall return with all possible speed to make the section above-mentioned, and set some hands to work for the purpose of finding the eleven veins this man has given us an account of. Much valuable information has also been gathered from this man relative to other parts of the mine, all of which shall be daily laid before you.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, June 3.—Produce.—Gold extracted for thirty days in May, 5800 oims., from fifty three heads. The united mines are proceeding as usual; the Gamba will now be sunk at Champion shaft, and every five feet sunk will give us a stop of more than thirty fathoms in length. The lode in the west end is small, eighteen inches high, but it appears, a little further on, to open out to more than six feet high. The month began so very unpromising that I am happy to find it turn out so much better than might have been anticipated; one good stop in the middle of the Rahu bunch is in full play—143 tons have been stamped during the month.

MINAS GERAES MINING COMPANY.

Morro das Almas, June 4.—The produce, you will observe, is still miserable, 9 lb. 1 oz. 18 dwt. 19 grs., but I am glad to remark, better than I had calculated on during the month, having had principally to operate on the southern stopes, on account of the unavoidable repairs of the fourth tackle station. Samples from the north end of the discovery levels have shown some gold, but the size of the vein is yet too insignificant to afford us help, and we can, therefore, only view it for the present as a favourable indication with the hopes that it may enlarge at some further distance. The intermixture of slate at the stopes, both north and south of the stump, is still increasing, but from the third winze south, the bed, having last month almost disappeared, opened again to about one foot in length.

CANDONGA MINING COMPANY.

May 18.—Mine Mestre Shaft.—The cutting down of the cross-course and lode to the bottom of the forty-two fathom level, as mentioned in last report, having been completed, we find that the dip of the ore ground is carried forth as far as the present end, in which we have the cross-course for the whole height of the level, so that the gold under the cross-course cannot be easily worked until the level is sufficiently advanced in order to allow us to sink and meet the dip of the ground to which I have just alluded. The driving of this level will now be carried on with vigour, in the meantime we shall employ the men to put in a stall, and then commence to work on the backs, until we have a more favourable opportunity to push our workings in the direction which we at present desire.

On Shaft, Twenty-seven Fathom Level.—We continue to drive on the branches, as mentioned in previous reports, without any material change.

Deep Shaft.—In this level we have increased the force—ground more favourable.

Cockrocks and Mill Levels.—These levels have been discontinued, the men being employed in driving the new level mentioned in my last report.

May 23.—Nothing material has taken place. The works intended to facilitate our operations on the ore ground go on steadily. The stall will be completed to-day, and we shall then proceed according to the intention mentioned in the report. The stamps have been employed on the works broken previous to our commencing operations for fully attacking the spot, which

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A. F. GOODRIDGE, M.D.

Report on the State of the Workings of the Mine of Renew.

REAL DEL MONTE MINING COMPANY.

ZACATECAS MINING COMPANY.

ANGLO-MEXICAN MINING COMPANY.

[illegible]

ditto	111	..	4	8	8..	Sumner	ditto	93	..	8	1	8..	Sevill & Co.
ditto	108	..	2	2	8..	Sumner	ditto	79	..	5	14	9	Williams.

TOTAL PRODUCE.

Union 21 9—New York 22—Seymour 21 9—South Durham 21 9—Troy 22 6—
 wa Holton 21—Windspire 21—West Holton 21 9—Whampton 19—Hastley 21—
 wa 22 9—Gloucester 22

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount paid up.	Amount paid up.	Price.	per share.
25,000	Agric. & Com. of Irel.	25	10	..	3
5,000	Australasia	40	40	68	8
1,500,000	Bank of Scotland	104	104	178	6
10,000	Birmingham Bank	50	10	224	10
500,000	British Linea Co.	100	100	..	8
20,000	British North Amer.	50	25	248	6
100,000	Commercial	5	5	94	7
20,000	Colonial	100	25	40	7
20,000	Devon & Cornwall	100	25	40	9
3,000	Equitable Loan Co.	5	5	10	..
10,000	Foreign Banking Co. ....	..	3	9	..
2,000,000	Glasgow Union	250	50	60	7
10,000	GloUCEstershire	50	10	25	10
6,000	Hampshire	50	5	..	10
10,000	Hibernian	100	25	21	4
5,000	Devon & Cor. Bg. Co. ....	..	20	60	..
30,000	London & Westmins	100	25	28	8
5,000	Lincolner	100	25	28	8
20,000	Liverpool	100	10	224	10
60,000	London Joint Stock Co.	50	10	12	5
30,000	Manch. & Liver. Dis.	100	15	13	7
20,000	Manchester	100	25	27	7
25,000	Monm. & Glamorg.	20	10	18	10

20,000	Natl. Bank of Ireland	50	174	161	5	—
10,000	Nat. Provincial Engi.	100	35	35	5	Jan.
10,000	" New	20	10	94	—	—
80,000	Nor.&Cent. B. of Eng.	10	10	5	5	Dec.
10,000	North Wits.	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	444	8	July
4,000	" New	10	10	17	8	—
2,000,000	Royal of Scotland..	100	109	165	6	—
7,000	South African.	—	—	5	—	—

(4) Western of Scotland	200	40	..	5
(5) W. of Eng. & S. W. I.	50	124	12	4

GAS LIGHT AND COKE COMPANIES			
10,000 Alliance	10	5	
2,500 Bath	20	18	22
500 Birmingham	25	25	10
5,000 British	40	18	21
5,000 Bristol & Provincial	40	18	21
925 Birmingham	92	40	14
2,400 Eilm. & Staffs.	50	50	7
600 Brentford	50	50	4
4,250 Bristol	20	20	30
1,500 Brighton	20	20	11
750 Do. New	20	18	9
2,400 Brighton, General	20	20	10
950 Carlisle	25	—	—
2,000 Glasgow & Consoli.	25	105	5
200 Canterbury	50	50	25
700 Chelmsford	50	50	42
200 Cheltenham	50	50	75
1,000 City of London	100	140	10
1,000 Do. New	100	175	114
800 Coventry	25	25	21
200 Derby	50	50	—
100 Dorset	20	20	—
600 Dudley	20	20	—
4,600 Edinburgh & Glasgow	25	25	—
Edinburgh and Alico.	—	14	—
240 Exeter	50	50	—
1,000 Equitable	50	50	24
1,600 European	20	15	—

Greenwich Railw. Co.	1	1	1	1
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4,000	Imperial	50	50	100	4	—
1,000	Do. Bonds	100	100	—	4	—
—	Swedish	—	10	—	—	—
800	Isle of Manet	20	20	10	—	Aug.
3,350	Independent	50	50	50	6	Oct.
240	Leicester	50	50	—	—	—
750	Leith Coal Gas	20	20	—	—	—
400	Liverpool	242	242	360	12	—
—	Do. N. Gas and Coke	100	100	97	—	—
—	Do. (New Do.)	—	60	—	—	—
200	Maidstone	50	50	100	10	Feb.
1,000	Phoenix	50	50	294	4	June
879	Portsea	—	53	—	—	—

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480	Rochdale	...	15
500	South Metropolitan	30	22	10	4	July
600	Sharncliffe	...	10
700	Shrewsbury	...	10
120	Swansea	30	30	...	...	...
200	United General	50	46	36	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Walsfield	25	25	27	14	Jan.
700	Warrington	30	30	24	1	Oct.
900	Westminster, Chertsey	50	50	57	...	Dec.

to New	50	10	17	12	14
nothing	20	30	..	5	As

DOCKS.						
1,105 Commercial	100	100	68	3	July	
East and West India						
Stock	100	100	111	..	Jan.	
1,008 East Country	100	100	10	..	Dec.	
5,316 S. 10 London. Sth			604	23	Dec.	
Ditto Bonds			100	4	Dec.	
7,200 Bristol	147	147	74	210	Dec.	
5,324 Ditto Notes			113	5	Nov.	
870 Folkestone Harbour	50	50	..	..

Grand Culver Docks	20	1	1	..	—
St. Katharina. Stock	100	100	167	3	Jan

100 Ditto Bonds	1014	4	Oct.
1000 Do. Bonds for 10 years	100	4	Oct.
500 Deptford Pier	20	3	—
Southampton	5	23	—
BRIDGES.			
100 Hammersmith	56	21	Jan
11 Southwark w. new sub.	634	53	2
100 Do. new of 7% per cent.	56	14	Feb.
48 Vauxhall	74	234	13
100 Watlington	160	164	—
100 Do. old Annuities of 5%	60	23	Feb.
100 Do. new of 7%	40	21	Feb.
100 Ditto Bonds	—	120	Feb.
WATER WORKS.			
Birmingham	25	20	10
Colchester	100	100	—
East London	100	100	6

at Junction.....	454	454	474	24	Jun
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Edinburgh Joint Stock	75	25	—	—
East India	100	100	45	3 Jan.
Liverpool Dock	220	220	52	19 Jan.
New River Lond. Bridge	—	—	62	23 Oct.
Water & Dock Co.	—	—	—	—
Manchester & Salford	100	20	04	23 Mar.
Portsea Island	50	50	—	—
Portsmouth & Fartington	10	8	21	1
Kennage	10	8	10	—
Wexhall, late So. Lond.	100	100	104	44 Oct.
West Midlands	65	65	104	44 Oct.
York Building Co. L. F.	100	100	30	14 Oct.

ROADS.

Archw. and Kent Tr.	100	20	—	1
Barking	100	100	72	1
Commonwealth	100	100	28	1
Co. East India & Bk.	100	100	3	1
Co. Great Dover Str.	—	70	—	1
Highgate Archway	—	100	3	—
24 New North Rd. Stock	100	—	—	—

LITERARY INSTITUTIONS.

Adelaide Gal. of Science	75	—	17	—
London, W. Science Tsch.	—	—	—	—
London University	100	100	—	—
Russell	50	20	7	—
King's College	100	100	104	—

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